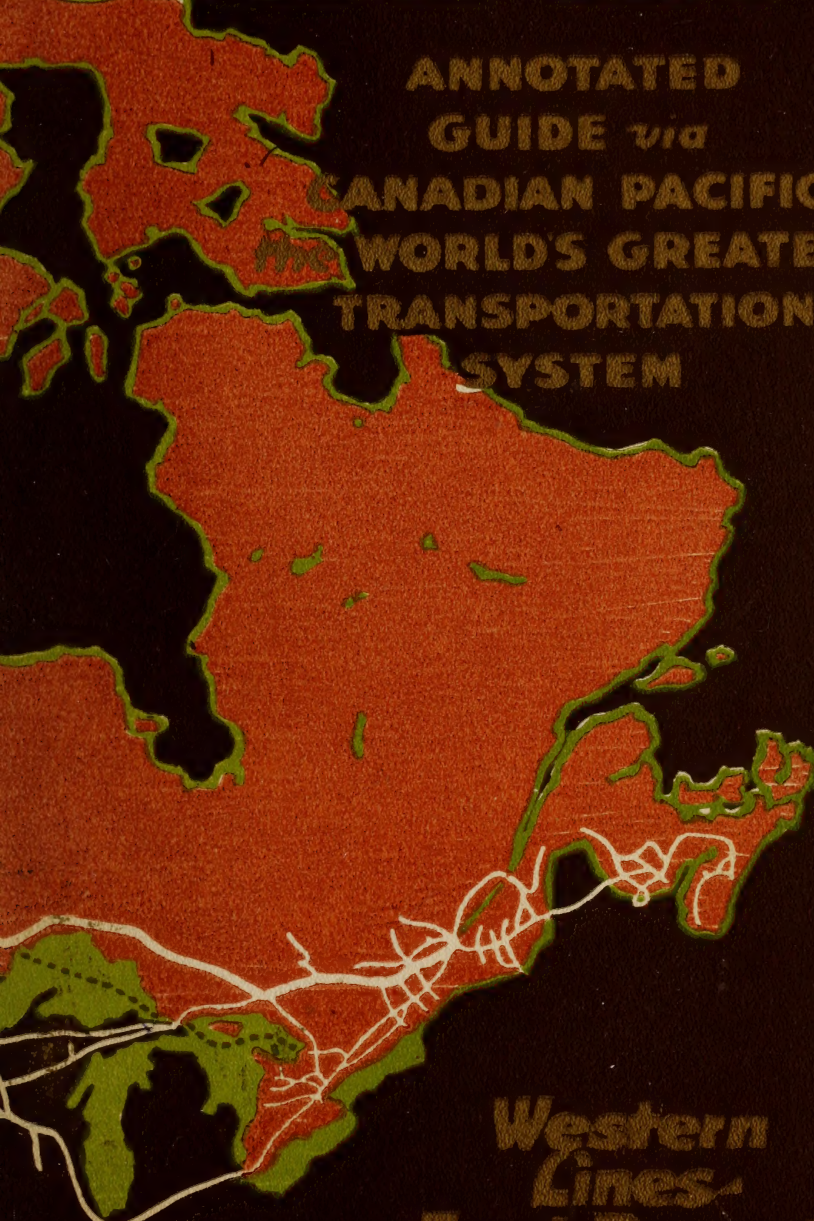


# ACROSS CANADA



ANNOTATED  
GUIDE *via*  
CANADIAN PACIFIC  
THE WORLD'S GREATEST  
TRANSPORTATION  
SYSTEM

Western  
Lines  
East Bound

*The* EDITH *and* LORNE PIERCE  
COLLECTION of CANADIANA



*Queen's University at Kingston*

## Save the Forests!

Canada's timber reserves are national assets of incalculable value. To neglect to take ordinary precautions which ensure them against destruction from forest fires is to rob civilization. Quite apart from the danger to the lives, homes and property of settlers, every acre of forest burned means labor turned away, reduced markets for manufactured products, heavier taxation on other property, and higher lumber prices. Passengers on trains should not throw lighted cigar or cigarette ends from car windows. Those who go into the woods—hunters, fishermen, campers and canoeists—should consider it their duty to exercise every care to prevent loss from fire.



# ACROSS CANADA

An Annotated Guide to  
the Country Served by the  
Canadian Pacific Railway  
and its Allied Interests.

## *EASTBOUND*

### PART I.

Winnipeg and West  
Chicago and West

*First Issued in 1887. This Edition  
Revised to May, 1922.*

**Canadian Pacific Railway**  
**MONTREAL**

# ACROSS CANADA BY CANADIAN PACIFIC

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THE Canadian Pacific Railway is the world's greatest transportation system.

With a total length, including lines owned and controlled, of over 19,600 miles, it serves all the important industrial, commercial and agricultural sections of Canada, as well as many parts of the United States. Practically every large city of Canada is on its system. It reaches famous historic spots, wonderful holiday-making and sporting resorts, and some of the most magnificent scenery in the world.

Its steamship services reach out across the Atlantic to Europe, and across the Pacific to the Orient. Its telegraph system extends along the entire length of the railway and reaches as well every point of importance in Canada away from it. Its thirteen fine hotels set the standard for hotel accommodation in Canada. Its express system (the Dominion Express Company) has a world-wide service. Its land-settlement policy, coupled with the large areas of fertile agricultural land that it still has for sale in the west, is helping to accomplish the development of a richer and bigger Canada.

This "Annotated Guide" is a description of the Canadian Pacific system and of those systems allied or associated with it. While principally dealing with the various cities and resorts from the viewpoint of the pleasure-traveller, it also pays some attention to the industrial activities and natural resources of Canada; and while the latter information is not — because of the nature of this publication — of an exhaustive character, yet it is hoped that it will be stimulating as indicative of the potentialities of this great Dominion.

Across Canada by Canadian Pacific, from Victoria to Halifax, is a journey of over 3,600 miles; other lines amount to over sixteen thousand more. With such a vast territory to be covered, and with such a multiplicity of interest to be described, it is inevitable that a certain abridgment must be made. Other publications issued by this company enter into fuller detail concerning various parts of the Canadian Pacific system.

*This Annotated Guide is issued in two parts, West of Winnipeg and East of Winnipeg. Copies of Part II, and also of the Westbound Editions, can be obtained from porters on transcontinental trains, Canadian Pacific passenger agents, or from the General Publicity Department, Canadian Pacific Railway, Montreal.*



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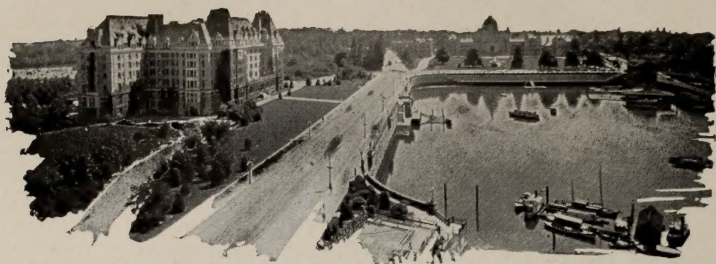
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The country east of Winnipeg and Chicago will be found described in Part II.



Victoria—Empress Hotel on left, Parliament Buildings in centre

**VICTORIA TO VANCOUVER: 83 miles; and SEATTLE:  
81 miles**

(For Map, see page 9)

**Victoria** Although the Canadian Pacific rail services do not begin until we reach Vancouver, and although there are some Canadian Pacific steamer services which travel afield much farther than Victoria, we will begin our transcontinental journey at this beautiful city.

Victoria (population 60,000), charmingly situated at the southern end of Vancouver Island, overlooking the Straits of Juan de Fuca across the blue waters to the snow-capped Olympic Mountains on the mainland, is the Garden City of Canada. Its delightfully mild climate makes it a favorite resort for both summer and winter. It is the provincial capital of British Columbia, and owing to the characteristic beauty of its residential district has often been called "A bit of England on the shores of the Pacific." It is distinctively a home city, with fine roads and beautiful gardens, although its enterprising business district, composed of imposing stores and tall office buildings, speak of a rich commerce drawn from the fishing, lumber and agricultural industries of Vancouver Island. Victoria's beauty lies in its residential districts, its boulevards, parks, public buildings, numerous bathing beaches, and semi-tropical foliage. The famous strawberry growing districts of Gordon Head and Keatings are close to Victoria.

The Empress Hotel, last in the chain of Canadian Pacific hotels, overlooks the inner harbor, within a stone's throw of the Parliament Buildings.

Beacon Hill Park, one of the city's public parks, containing 300 acres laid out as recreation grounds and pleasure gardens, is fifteen minutes' walk from hotel and included in tally-ho trip and in all sight-seeing trips in the city. Magnificent views can be obtained from Beacon Hill across the Straits and of Olympic Mountains.

Victoria is the seat of the British Columbia Provincial Government. The Parliament Building is a handsome structure, overlooking the inner harbor. Adjoining it is the Provincial Museum, very complete and interesting, and containing a large assortment of specimens of natural history, native woods, Indian curios and prehistoric instruments. The Provincial Library, in the Provincial Buildings, is one of the finest in existence. Its historical prints, documents, and other works are of great value and interest.

Golf can be enjoyed every day of the year in Victoria. Two 18-hole courses and one 9-hole course, which are very convenient, are open to visitors.

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*The correctness of the figures of populations at the different cities and towns mentioned has been checked with the latest information available, but is not guaranteed.*



Saanich Mountain Observatory, reached by splendid auto road or interurban car, was selected as observatory site, owing to Vancouver Island's equable climate. The new telescope, which has a 72-inch reflector, has just been installed and is the largest in the world. The observatory, in addition to being of interest itself, commands from its site one of the finest views on the Pacific Coast.

The fishing and shooting in the vicinity of Victoria is of the best—trout, salmon, pheasant, grouse, cougar, bear, deer and moose being the prizes of the sportsman. Trout are to be had at many places, and salmon fly-fishing also, as well as salmon trolling. There is excellent bird shooting and big game hunting on the Island.

Considering the size of Vancouver Island, there are possibly more good motor trips radiating from Victoria than any other place in America. The motor roads are excellent, the drives north to Campbell River, Port Alberni, Sproat and Great Central Lakes being among the most spectacular in the world. Among the most popular trips are: Victoria, Marine Drive and Mount Douglas Park, 25 miles; Little Saanich Mountain Observatory and Brentwood, 33 miles; tour of Saanich Peninsula, 45 miles; the famous Malahat Drive to Shawnigan and Duncan, Island Highway, 41 miles; Nanaimo, via Parksville to Cameron Lake, 40 miles; over Alberni Summit, 57 miles; the Grand Island Highway Tour—Victoria, Duncan, Nanaimo, Cameron Lake, Port Alberni, Qualicum and Campbell River, and the entire Georgian Circuit International Tour, the greatest and most complete scenic tour on the continent.

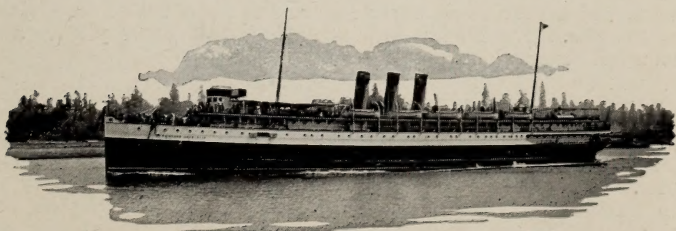
From Victoria, the Esquimalt and Nanaimo Railway, a subsidiary company of the Canadian Pacific, serves the east coast of Vancouver Island. (For description see page 14).

From Victoria to Vancouver is a pleasant sail of about four hours across the Strait of Juan de Fuca. There is a double daily service on this trip, one in the afternoon and one at night.

**Vancouver** Vancouver (*population 175,000*), the terminal of the Canadian Pacific transcontinental rail lines and its trans-Pacific steamship routes, is the largest commercial centre in British Columbia. It has an excellent harbor nearly land-locked and fully sheltered, facing a beautiful range of mountains that are tipped with snow the year around. Two peaks, silhouetted against the sky, and remarkably resembling two couchant lions, are visible from almost any point in the city or harbor, which has been appropriately called "The Lion's Gate."

In and around Vancouver are immense lumber and shingle mills. Mining, lumbering, farming, shipbuilding and shipping, with a vast Oriental business, form the reason of the city's phenomenal growth and prosperity. From a forest clearing thirty-six years ago it has become one of the principal cities and most important seaports of the North Pacific Coast.

The magnificent Hotel Vancouver, operated by the Canadian Pacific Railway, is the finest hotel of the North Pacific, with 490



"Princess Charlotte"

guests' bedrooms. Wonderful views of the Strait of Georgia can be obtained from the roof garden of this hotel.

Vancouver is most picturesquely situated on Burrard Inlet. Surrounding it are beautiful environs of varied character. All kinds of water sports are available, and are encouraged through a mild climate and extensive bodies of water. There are many bathing beaches, parks, boulevards, automobile roads, and paved streets.

The roads around the city are famous for their excellence, and there are many fine drives,

varying from an hour to a day in time. Amongst them may be mentioned Stanley Park—one of the largest natural parks in the world, a primeval forest right within the city limits and containing thousands of Douglas firs and giant cedars of a most amazing size and age. The park is encircled by a perfect road. The "Marine Drive" takes the visitor through the best residential parts of the city, including Shaughnessy Heights and Point Grey, thence to the mouth of the Fraser River, with its fleets of salmon trawlers, and back along the coast. Capilano Canyon, a gorge of great natural beauty, in North Vancouver, is reached by a recently completed road. The Pacific Highway, including Kingsway, runs through Vancouver, connecting up with the main American roads of the Northwest.

Vancouver has three good golf courses. Guests of the Hotel Vancouver have special privileges at the Shaughnessy Heights Golf Club.

There are numerous fine bathing beaches around Vancouver, the most easily reached of which are English Bay and Kitsilano—both on street-car line. The scene at English Bay, which lies at one entrance to Stanley Park, on a sunny afternoon, is one of great animation. Burrard Inlet, English Bay and the North Arm are excellent places also for boating. Vancouver boasts of one of the finest yacht clubs on the Pacific Coast, which extends a hearty welcome to members of recognized yacht clubs. The North Arm is an ideal place for picnics and moonlight excursions.

Within easy reach of Vancouver there is wonderful shooting to be had. Grouse, duck, teal, mallard, snipe, pheasants, and partridges are plentiful in season. Lulu Island, Sea Island, the North Shore and Seymour Flats are all within an hour of the hotel. It is extremely doubtful whether there is another city on the Pacific Coast where such a variety of fishing can be obtained. In season, salmon, spring, coho and tyee, steelheads, Dolly Varden, rainbow, cut-throat and sea trout are plentiful.



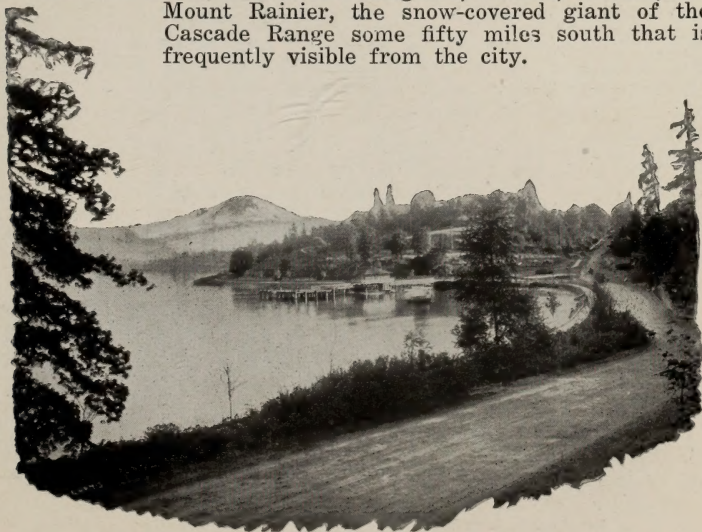
Vancouver



Arrangements have been made by the Hotel Vancouver with the Vancouver Fishing Association to obtain daily reports as to the runs, and the services of an experienced fisherman can be obtained by guests of the hotel to conduct them to the various fishing centres. Fishing tackle, bait and flies are easily obtainable in the city.

Vancouver is the port of the trans-Pacific services of the Canadian Pacific Steamships, which maintain regular services to Japan, China, Manila and Hong Kong. This fleet consists of six magnificent passenger ships, of which the largest are the "Empress of Canada" (22,500 tons), and the "Empress of Australia" (21,400 tons), in addition to two freight ships. A large proportion of the silk trade of the Orient passes through Vancouver, and the Canadian Pacific "Silk Train" is perhaps the most famous freight train in the world. From Vancouver the steamers of the Canadian-Australian Line ply to Honolulu, Fiji, New Zealand and Australia. Various Canadian Pacific steamer services along the British Columbia coast run from Vancouver.

**Seattle** Seattle, largest city in the State of Washington, and one of the most important on the Pacific Coast, is reached by Canadian Pacific steamer from both Vancouver and Victoria, with a direct night service from the former and a day service (forming a triangular route between the three cities) from the latter. Seattle is a beautiful and progressive city, with a rapidly increasing population. Situated on the east side of Puget Sound, up the slopes of the hills that front the latter, it has a fine harbor accessible to the largest vessels afloat. Lake Washington, a body of fresh water about twenty miles long and three miles wide, bounds the city on the east, and is now connected with the Sound by the Lake Washington Canal, a very notable feat of engineering with a great and important bearing upon Seattle's future. The down-town business section of Seattle has many large buildings, including the L. C. Smith Building, the highest in America outside of the Woolworth Building in New York. Seattle has a very pleasing residential section, especially in the vicinity of the University of Washington, and many beautiful parks and summer resorts. A large number of enjoyable trips can be made from Seattle, by train, steamer and motor, such as to Bellingham, Everett, Tacoma, and Mount Rainier, the snow-covered giant of the Cascade Range some fifty miles south that is frequently visible from the city.



Lake Washington Boulevard, Seattle, with Mount Rainier in distance.

## BRITISH COLUMBIA COAST SERVICES

In connection with its rail services, the Canadian Pacific operates an extensive steamship service on the Pacific Coast. The vessels engaged are nearly all "Princess" boats, of beautiful appearance and handsomely equipped. The routes comprise:

A double daily service between Vancouver, Victoria and Seattle, a beautiful trip across the Strait of Georgia and down Puget Sound. Both day and night steamers are operated, some of which proceed direct from Vancouver to either Victoria or Seattle, and some making the triangular voyage between the three cities.

A day steamer between Vancouver and Nanaimo, on Vancouver Island (*see page 15*), making two round trips daily during the summer months and one round trip daily (except Sunday) during the remainder of the year.

The Gulf Islands route. On certain days of the week (*see current time table*), a steamer leaves Victoria in the morning and makes a circuit of the islands in the Gulf of Georgia, returning the same evening. On other days of the week services run from Vancouver and Nanaimo.

Vancouver to Powell River, Union Bay and Comox, twice weekly. Victoria to Vancouver, Nanaimo, Union Bay and Comox, weekly.

Vancouver to Prince Rupert, via Powell River, Campbell River, Alert Bay and Ocean Falls, weekly.

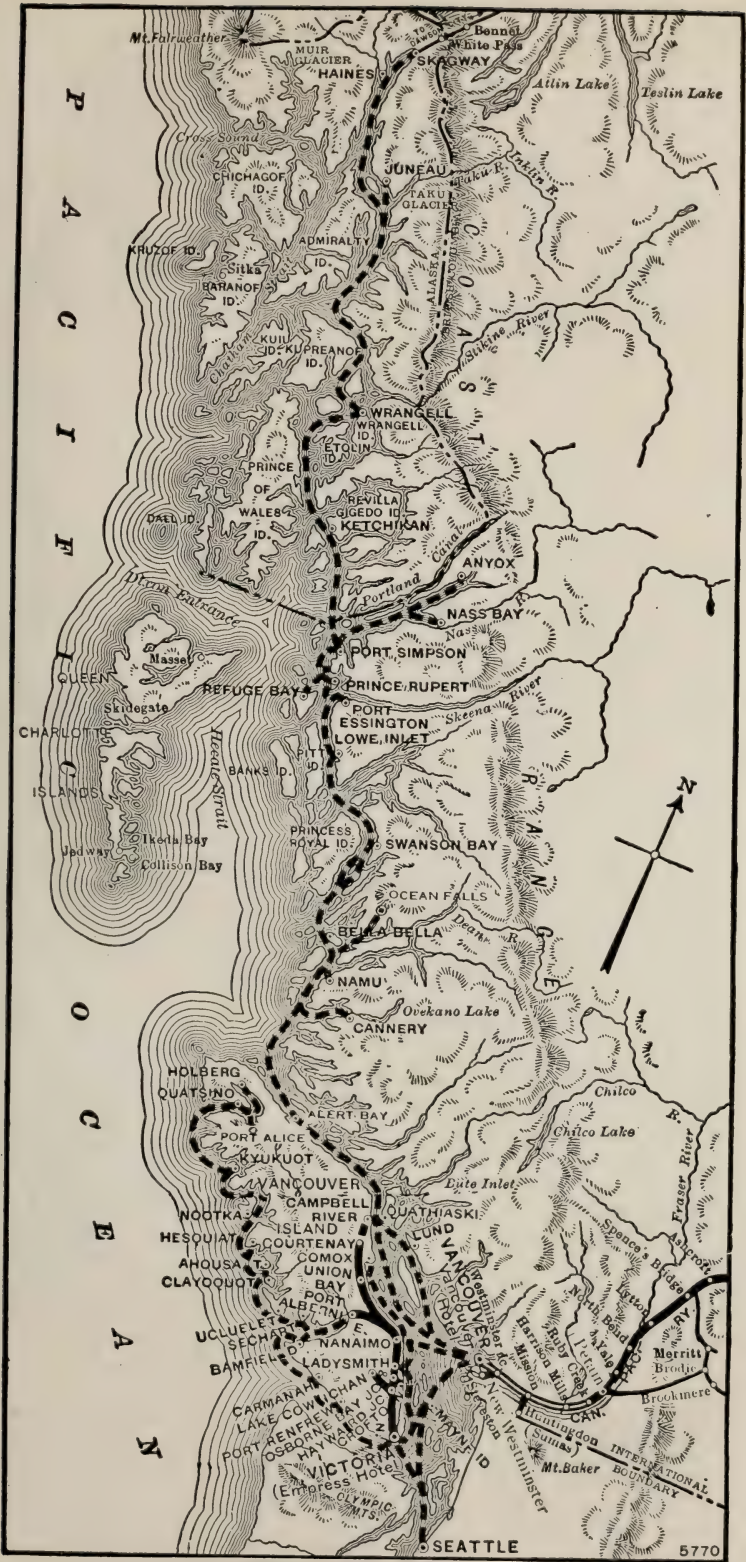
Victoria and the West Coast of Vancouver Island. The steamer sails three times a month for Quatsino and Port Alice, at the extreme northern end of Vancouver Island, making numerous calls. The West Coast is deeply indented by inlets, with mountainous and heavily wooded scenery, and glimpses of logging camps, canneries, whales, and sealions.

Vancouver to Alaska (*see page 10*).



Hotel Vancouver





INDICATES DOUBLE TRACK  
**BRITISH COLUMBIA COAST SERVICE**



Vancouver Station and Harbor

## TO ALASKA

(For Map, see page 9)

From Victoria and Vancouver a regular Canadian Pacific steamship service is maintained to Alaska by the two splendid steamers, the "Princess Alice" and "Princess Louise". This thousand-mile, four-day trip on salt water is an entertaining one that introduces the traveller to rugged, fiord-like scenery of a type known elsewhere in Canada. The passage is a sheltered one between the mainland and the long fringe of islands that lie off the British Columbia and Alaska coasts.

### Victoria Vancouver Alert Bay

Leaving Victoria at night and Vancouver the following night, the traveller has a very delightful sail out of Burrard Inlet through the First Narrows and across English Bay. Should the time of year be—as it ought, to be enjoyed to the utmost—the summer, this beginning of the trip to the Land of the Midnight Sun is most enjoyable, for in July and August it is light until nearly ten o'clock. Along about breakfast time the steamer enters the famous Seymour Narrows, one of the swiftest passageways on this coast. About noon Alert Bay is reached. This quaint Indian village is full of interest to the tourist, and the steamer stops long enough to allow passengers to see the sights. It has a mission settlement, a good hospital, and a cannery. Every house has its totem pole, some of which rise to a height of fifty feet. Here, in fact, may be seen the most complete collection of totem poles to be found anywhere on the whole Pacific Coast. Queen Charlotte Sound is reached at early evening, and if the heavens are clear, a sunset of rare beauty will be viewed. This three-hour ride across the Sound is all the open water that is experienced upon the entire trip. Whales and porpoises are frequently seen. To the northwest the dim outlines of the Queen Charlotte Islands may be seen.



Totem Poles, Alert Bay

### Queen Charlotte Sound Milbank Sound Swanson Bay Skeena River

Soon Rivers Inlet is passed, with its many canneries and fleets of fishing boats. Farther on are Namu, with more canneries, and Bella Bella, on Campbell Island, where an Indian

village and an interesting mission are situated. Through Lama Passage the vessel finds its way out into Milbank Sound, where



the channel is very wide, and the islands quite distant. During the night the ship passes through Finlayson Channel and early next morning a stop is made at Swanson Bay, a tree-bound place, in the heart of which is situated an immense mill for the manufacture of lumber and sulphite pulp.

Out into the channel the "Princess" steamer again finds its way, and for most of a day plows steadily northward without stopping. Granville Channel, Douglas Channel and then Lowe Inlet, with its settlement lying close to the foot of a mountain, is reached. Late afternoon brings the vessel to the mouth of the Skeena River, where a large fleet of salmon boats are usually encountered. The Skeena is at present navigable for 180 miles, and powerfully built stern-wheel boats leave every few days for the interior.

### Prince Rupert Ketchikan

Up the river about three miles is Port Essington. It is not a very long run from Port Essington to Prince Rupert, the terminus of the Grand Trunk Pacific Railway. Port Simpson is passed soon after leaving Prince Rupert. This town is historic in its interests, it being the first of the northern settlements established by the Hudson's Bay Company. The old post used by the company is still there, though in active times it was enclosed in a stockade fortress with guns in the bastions.

After Port Simpson the liner passes Cape Fox just as it emerges from Chatham Sound. This cape is the extreme south-eastern point of Alaska. Dixon Entrance is now passed and again the islands stand at a distance. Soon the boat proceeds up Revilla Gigedo Channel, and from there into the almost landlocked Tongas Narrows.

After that, Ketchikan, the port of entry, is soon reached and the traveller steps on to Alaskan territory for the first time. This is a busy town, as it is the outlet for an extensive copper mining district and has an assay office. The "Princess" liners always stop here to allow the passengers to look over the town. The Indian women, with their woven baskets, are among the odd sights to be seen. Splendid specimens of basket weaving may be obtained here. After leaving Ketchikan, the ship finds its way into Clarence Strait passing en route Prince of Wales Island on the left, and Etolin and Zarembo Islands on the right.

### Wrangel Taku Glacier

The steamer usually arrives at Wrangel Narrows in the evening, but owing to the twilights in the summer months in these latitudes, daylight is always at hand to show the way. The passage through Wrangel Narrows is one of the most interesting of the entire trip. The channel is tortuous and very narrow. Half-speed is ordered and the vessel glides unharmed past jutting rocks which lie close to the mirrored surface of the waters. Wonderful shadows are on every side. At the very end of the Narrows, a mammoth mountain confronts the ship. A sharp turn to the right, and the ship slides into a wide channel called Frederick Sound. Here one obtains the first glimpse of the glaciers. The Baird and the Patterson are the two most important glaciers in this district.

Stephen's Passage is now en-



Juneau

tered. The Sumdum glacier can be easily seen while going through this passage. At the head of Stephen's Passage is Taku Bay, from which the wonderful Foster glacier may be seen. This monster is over one hundred miles long and extends over that distance to Atlin Lake in the Yukon Territory.



Skagway

It is nearly a mile wide on Taku Bay. To the left on Foster glacier lies Windom glacier. All about the ship are ice floes and bergs of every description, from tiny cakes to large icebergs whose colors are nothing short of wonderful. The steamship usually makes a call at Taku Harbor to view the glacier, either on the north or southbound trip during the tourist season.

### **Juneau Lynn Canal**

Shortly after entering Gastineau Channel, a sight of Treadwell, the famous gold mining place, is obtained. Here are located the largest quartz mills in the world, there being 900 stamps in operation day and night. Near Treadwell is Douglas Island, the residential district for the mining town. Across the channel from Douglas is Juneau, the capital of Alaska, which nestles importantly under the shelter of its mammoth mountain and takes life easy. It is an up-to-date place, having the capitol buildings. Ample time is given to inspect the town.

The ship's course rounds towards the narrow waters of the Lynn Canal, after leaving Juneau, and an all-day journey in a straight-away northern direction is taken. Famous glaciers come into view from time to time, the most noted of which is the Davidson, which in the last few years has become inactive.

Late afternoon brings the now deserted town of Dyea into sight, and the only bend in the entire canal brings Skagway, the head portion of navigation, into view. The White Pass & Yukon Railway has its southern terminus at this place.

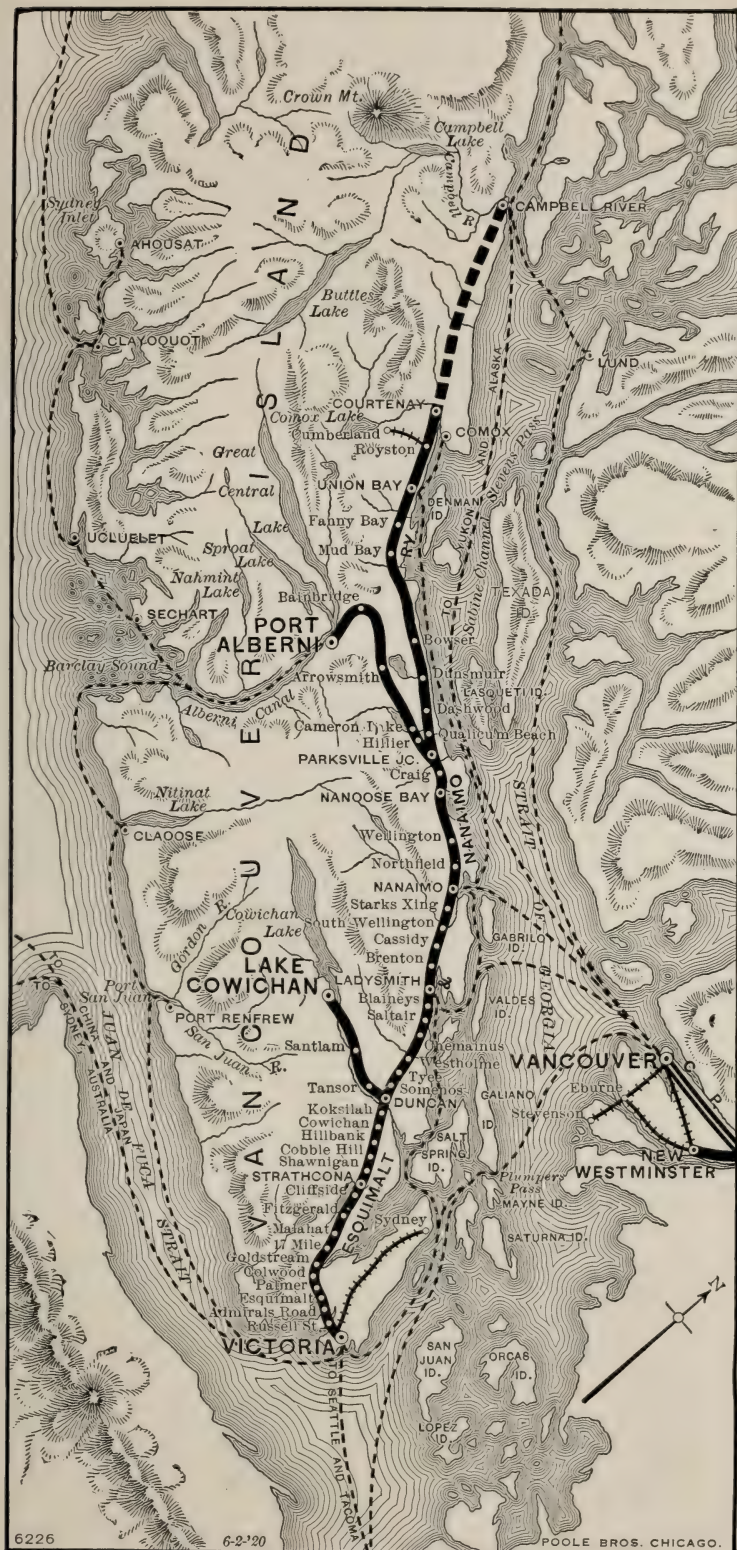
### **Skagway Dawson**

Skagway is surrounded by monstrous snow-capped mountains which seem ready to drop over and cover up the town. As a tourist resort it offers an endless program of attractions. Side trips in every direction are possible, while fishing of all kinds, and glacier inspecting and plenty of mountain climbing, are special things in which the tourist may indulge. The steamers remain long enough at Skagway to allow passengers to



Over the White Pass and Yukon Route





— — — — — Indicates Double Track

## ESQUIMALT & NANAIMO RAILWAY



The Midnight Sun, Yukon River

make the round trip to the summit of the White Pass by the White Pass & Yukon Railway. Over this railway route — a trip through wonderful gorges and along the brink of deep canyons, we reach White Horse, on the Yukon River.

Here steamers operated by the same company carry the traveller to the famous gold-mining town of Dawson, in the Yukon Territory. From Dawson other steamers descend the Yukon River, and the Arctic Circle can actually be crossed in the utmost comfort. From Carcross, on the way to White Horse, a steamer service takes one to the enchanting Lake Atlin.

## ESQUIMALT AND NANAIMO RAILWAY: 198 miles

The Esquimalt and Nanaimo Railway, a subsidiary company of the Canadian Pacific, serves the rich agricultural, lumbering and mining regions along the east coast of Vancouver Island. It runs north from Victoria to Courtenay, with branches to Lake Cowichan and Port Alberni, and takes the traveler through magnificent rugged scenery. For the sportsman this is a most attractive country, for it embraces within its territory some famous salmon-fishing waters, such as Cowichan River and Campbell River.

**Victoria** Victoria will be found fully described on page 4. Leaving the station here, we pass Esquimalt, well-known for its dockyard.

**Colwood** A small farming suburb of Victoria, comprising Langford Plains, on which are located the famous and picturesque Colwood Golf Links.

**Malahat** The line gradually rises from Langford Plains to Malahat, which is the summit of the railway crossing the Malahat Range, and from which there is a prolonged

view of Todd Inlet and the Saanich Arm. The Malahat Drive (in view from the railway) crosses this mountain, and affords a delightful trip from Vancouver, giving one of the finest views in British Columbia, that of the Strait of Juan de Fuca, dotted with is-



Beacon Hill Park, Victoria



lands, and over the well cultivated Saanich district, with Mount Baker rising majestically some hundred miles east.

### **Shawnigan Lake**

A beautiful sheet of fresh water, with excellent fishing. Strathcona Lodge, privately operated, from which a splendid view of the Lake is obtained, affords first class accommodation.

**Cobble Hill** The centre of a thriving agricultural district.

**Duncan** Population 1500. This

is the centre of a flourishing agricultural and small farming district, largely populated by retired English people, with country homes, many of the residents supplementing their income by small farming. A branch of the railway to the famous Cowichan Lakes leaves the main line one mile north of Duncan, on which line there are several sawmills, with logging operations on the lake, thirty to fifty car loads of logs per day being hauled to the East Coast of the Island for manufacture into lumber, etc.

**Chemainus** One of the largest sawmills in British Columbia operates at this point, the property of the Victoria Lumber and Manufacturing Company, Limited, the capacity of the mill being over 200,000 feet per day.

**Ladysmith** Population 3300. Located on Oyster Bay. Principally a mining town, and headquarters for the Extension Mines, twelve miles distant, which are reached by the Canadian Collieries' coal railway.

**Cassidy** Site of the Granby coal mine, property of the Granby Consolidated Mining, Smelting & Power Co., Ltd., output from 600 to 1000 tons per day.

**South Wellington** Location of the old South Wellington coal mine, property of the Canadian Collieries (Dunsmuir) Limited, with an output from 600 to 1000 tons per diem.

**Nanaimo** Population, 12,000. Distant 41 miles by water from Vancouver, B. C. A flourishing commercial and mining city, beautifully situated; headquar-



Malahat Drive, Vancouver Island



Loading Logs

ters of the Western Fuel Company's extensive coal mines, and of agricultural and herring fishing interests. The largest city on Vancouver Island outside of Victoria.

The line rises from here to Wellington, a semi-terminal of the railway, from which point the railway drops to Nanoose Bay, where a beautiful view of the Gulf of Georgia is obtained, and on which bay several sawmills are located.

**Parksville Junction:** The centre of a substantial agricultural district. The line to Port Alberni and the West Coast of Vancouver Island, forty miles distant, deviates from Parksville Junction.

**Union Bay** Shipping port for the Canadian Collieries Comox mines, which are located some twelve miles distant at Cumberland, and have an output of from 2500 to 3500 tons of coal per day. Cumberland is a thriving town of some 1200 inhabitants. Junction with the Canadian Collieries' railway at Royston, forming a means of transportation from Cumberland.

**Courtenay** *Population 1000.* The present northern terminus of the railway, and the most northerly large town on Vancouver Island, in which the agricultural business of the famous Comox Valley centres, this valley being the largest farming and most productive and promising on Vancouver Island. A large Returned Soldier Settlement has been established at Meriville. There are very extensive timber interests adjacent to and through this valley, making it an attractive location for future settlers, as the timber is removed and land cleared up for settlement.

**Cameron Lake Chalet** Snugly located at the southern end of the Lake. Excellent fishing at the proper season of the year, and a delightful resort for tourists in limited numbers, Cameron Lake Chalet being owned by the Company, and operated privately. A trail to the timber line of Mount Arrowsmith makes a delightful day or two's outing for mountain climbers. From Cameron Lake the line skirts the foothills of Mount Arrowsmith (6000 feet high), of which a magnificent view can be had as the train passes along the high cliffs on Cameron Lake.

**Arrowsmith** *Elevation, 1277 feet.* Summit of the Beaufort Range. From Arrowsmith the line skirts the west side of the Beaufort Range, from which many glimpses of the Alberni Canal, Great Central Lake and Sproat Lake, can be had in the distance.

**Port Alberni** A thriving city with a great future as a lumber manufacturing, fishing and shipping port. One of the largest areas of standing timber on Vancouver Island is tributary to the Alberni Canal. There are several fish packing industries located at Port Alberni and down the Canal to the outlet at Barclay Sound, and the canal also affords splendid sport for both salmon and "tyee" fishing in season.



Cameron Lake Chalet



**VANCOUVER TO REVELSTOKE: 379 miles***(For Maps, see pages 19 and 23)**(Altitudes are shown in feet, in italics)*

**Vancouver**  
**Hastings**  
**Barnett**  
**Westminster Jct.**  
**Port Moody**

Leaving Vancouver on the first stage of the long transcontinental trip, we find "open-top observation cars" provided

for travellers, which afford the utmost opportunities for viewing the magnificent scenery. The locomotives on this section are oil-burning, which means an absence of smoke and dust.

Following the south shore of Burrard Inlet, we pass Port Moody, at the head of the Inlet and once the terminus of the Canadian Pacific Railway.

From Westminster Junction a branch runs to New Westminster, 8 miles away. This city, with a population of 17,000, is an important one, the headquarters for the salmon-canning industry as well as the site of several large sawmills. Steamers ply regularly between here and Victoria.

**Hammond**  
**Haney**  
**Whonnock**  
**Mission**

At Westminster Junction we meet the Fraser River—the chief river of British Columbia, which we shall follow for close on 150

miles. We cross the Pitt River and the Pitt Meadows.

The country through which we are now passing—practically on sea-level—has a rapidly expanding small fruit industry. The fields, in growing season, present to the traveller a very attractive picture. When we come to the crossing of the Stave River we should look across the Fraser for a magnificent view of the gigantic Mount Baker, in the State of Washington.

From Mission a subdivision runs to Huntingdon, on the International boundary.

**Nicoamen**  
**Harrison Mills**  
**Agassiz**  
**Ruby Creek**  
**Hope**  
**Haig**

Agassiz has a Government Experimental Farm and is also the station for Harrison Hot Springs. There are hot sulphur springs on Harrison Lake, highly regarded for their curative properties. Here we cross the Harrison River just above its confluence with the Fraser. Steamers bound for the

Chilliwack district leave this point. This is a trip well worth

taking, as the Chilliwack Valley comprises over 55,000 acres of rich agricultural land, and is well known for its dairying. The largest fruit canning company in British Columbia is at Chilliwack;



Canadian Pacific Empress Steamer to the Orient



Yale

so are the two finest equipped creameries. Ruby Creek obtains its name from the garnets gathered in the neighborhood.

Soon the broad level fields begin to fold inwards as we approach the canyons of the Fraser River, which form a wonderful prelude to the magnificence of the Canadian Pacific Rockies beyond. From here on we begin the long climb that is necessary to negotiate the mountains which interpose their giant bulk between the provinces of Alberta and British Columbia. Nature has thrown up this system on so vast a scale that their greatness cannot be grasped except by some comparison. The trans-continental trains take twenty-four hours to pass from Mission, where one begins to enter the Rockies, to Cochrane, where one finally leaves them. The simplest parallel is that of the Swiss Alps. To traverse these by train takes only five hours. When, therefore, the late Edward Whymper, one the most famous mountaineers that ever lived, described the Canadian Pacific Rockies as fifty Switzerlands thrown into one, this certainly was no exaggeration.

We shall first climb steadily for over two hundred miles, reaching an altitude of nearly 1700 feet, and then dip into a valley until seventy miles further we cross the summit of the Gold Range. Thence it is a sharp climb from the Columbia River up to the summit of the Selkirk Range—an ascent of 2300 feet in forty miles. Then within a distance of one hundred miles we shall descend and again ascend, this time to a height of 5300 feet above sea level, to cross the main system of the Rockies.

Across the river from Hope is the village of the same name, the junction of the Kettle Valley Railway. (See page 48).

|                   |     |  |
|-------------------|-----|--|
| <b>Yale</b>       | 220 | The way to the mountain passes is      |
| <b>Spuzzum</b>    | 399 | through the canyons of the Fraser and  |
| <b>North Bend</b> | 493 | Thompson rivers. Yale occupies a bench |

above the Fraser river, in a deep cul-de-sac of the mountains, which rise abruptly and to a great height on all sides. It was formerly a gold mining town and an important outfitting point for prospectors. Between here and Spuzzum there is an interesting engineering feat, the four tunnels of the Fraser Canyon, located in rapid succession. Between Spuzzum and North Bend two jutting promontories suddenly compress the river and force it to escape in a roaring cataract through a bottle-necked outlet. This is the famous "Hell's Gate". This section of the railway commands the admiration of

all passengers for the way it has overcome apparently insuperable difficulties. The railway follows the canyon, at often a considerable height above the river bank. The track, hewn from the solid rock, not only crosses from side to side in



White's Creek Bridge, near Spuzzum





the canyon, but also tunnels through great rock spurs. North Bend is a desirable stopping place for those who wish to see more of the Fraser Canyon than is possible from the train.

|                        |     |                                      |
|------------------------|-----|--------------------------------------|
| <b>Keefers</b>         | 561 | Along the way we can see the old     |
| <b>Lytton</b>          | 693 | Government road, abandoned now,      |
| <b>Gladwin</b>         | 758 | and often Indians spreading salmon   |
| <b>Thompson</b>        | 673 | or scooping them out with their dip  |
| <b>Drynoch</b>         | 755 | reeds. Six miles before reaching     |
| <b>Spence's Bridge</b> | 774 | Lytton we cross the canyon by a      |
|                        |     | steel cantilever bridge. The scenery |

grows wilder than ever. The great river is forced between vertical walls of black rock, where, repeatedly thrown back upon itself by opposing cliffs, it madly forms and roars.

The little trading town of Lytton is the junction of the Fraser and Thompson Rivers; the former has come down from the north between two great lines of mountain peaks,

and from now on we shall follow the Thompson. The difference between the two rivers is noticeable; the Fraser was a muddy one, the Thompson is bright green. Soon we find ourselves running upon a ledge cut out of the bare hills on the irregular south side of the river. Tunnels penetrate the headlands and lofty bridges span the ravines. The mountains draw together and we wind along their face and gaze upon the boiling flood of Thompson Canyon, hundreds of feet below.



Hell's Gate, Fraser River

From Spence's Bridge a branch of the Kettle Valley Railway runs south to Brookmere (see page 48).

|                     |      |   |
|---------------------|------|---|
| <b>Spatsum</b>      | 860  | Opposite Spence's Bridge we see a       |
| <b>Ashcroft</b>     | 1004 | track leading up country and are much   |
| <b>Walhachin</b>    | 1259 | interested to learn that this is none   |
| <b>Savona</b>       | 1163 | other than the old wagon road to the    |
| <b>Cherry Creek</b> | 1141 | famous Caribou gold country. Here       |
| <b>Tranquille</b>   | 1142 | we cross the mouth of the Nicola River, |
|                     |      | whose valley to the south is an import- |

ant grazing and ranching country.

Ashcroft is the outfitting point for the Highland Valley and the gateway to the Caribou country and the immense fruit areas of the Thompson Valley. It is, incidentally, famous for its potatoes. In addition to fruit-raising, the country around is especially suitable for extensive cattle-raising.

At Savona the Thompson opens out into Kamloops Lake, a beautiful sheet of water. The railway runs along its south shore for twenty miles, and, because of the series of mountain spurs projecting into the lake, a number of tunnels punctuate this twenty miles. Valuable quick-silver mines are operated in this region.

**Kamloops** 1159. Pop. 5500, the chief town of the interior country of British Columbia, is over a hundred years old, having originally been a Hudson Bay post. Situated at the confluence of the North and South Thompson





Thompson Canyon

Rivers, both draining fertile valleys, it is a beautiful city, with a climate that makes it a most desirable resort. Trout fishing and game add to its charm for the tourist and sportsman. The chief industries of the Kamloops district are ranching, mixed farming, gardening, fruit growing, mining and lumbering. Much of the valley land is cultivated under irrigation, and produces large crops. The mining industry is developing rapidly, the principal minerals being gold, copper and iron. There is also extensive operation in the lumbering industry. The city has a hydro-electric power plant at Barriere, forty miles

up the North Thompson Valley and operates its own electric light and water plants, which also furnish power for irrigation.

|                   |      |  |
|-------------------|------|--|
| <b>Ducks</b>      | 1154 | We are now approaching Lake Shuswap,     |
| <b>Shuswap</b>    | 1153 | a large body of water of irregular shape |
| <b>Chase</b>      | 1183 | which affords wonderful trout-fishing.   |
| <b>Squilax</b>    | 1288 | With its bordering slopes it reminds the |
| <b>Notch Hill</b> | 1691 | traveller strongly of Scottish scenery.  |
| <b>Salmon Arm</b> | 1157 | Chase is the gateway to an extensive     |
| <b>Sicamous</b>   | 1153 | territory for big game hunting, bird-    |

shooting and fishing. The various waters in the vicinity are plentifully stocked with trout. To avoid the circuitous course around the lake, the railway strikes through the forest over the top of Notch Hill, Salmon Arm (*population 2300*) is a very prosperous fruit farming community.

Sicamous is the junction of the main line with the Okanagan Valley branch; it is also a favorite stop-over point for travellers who, having traversed the canyons, wish also to see by daylight the wonderful mountain scenery that lies between here and Calgary. To accommodate this traffic, the Canadian Pacific has erected a comfortable hotel on the shore of the lake.

There is excellent trout fishing to be obtained in the Shuswap Lake by the traveller who has a few hours to spend.

*Continued on page 24*



Kamloops



In the Okanagan Valley

## SICAMOUS TO PENTICTON: 155 miles

(Rail and Steamer Line)

(For Map, see page 49)

**Sicamous**  
**Enderby**  
**Armstrong**  
**Vernon**  
**Okanagan Landing**

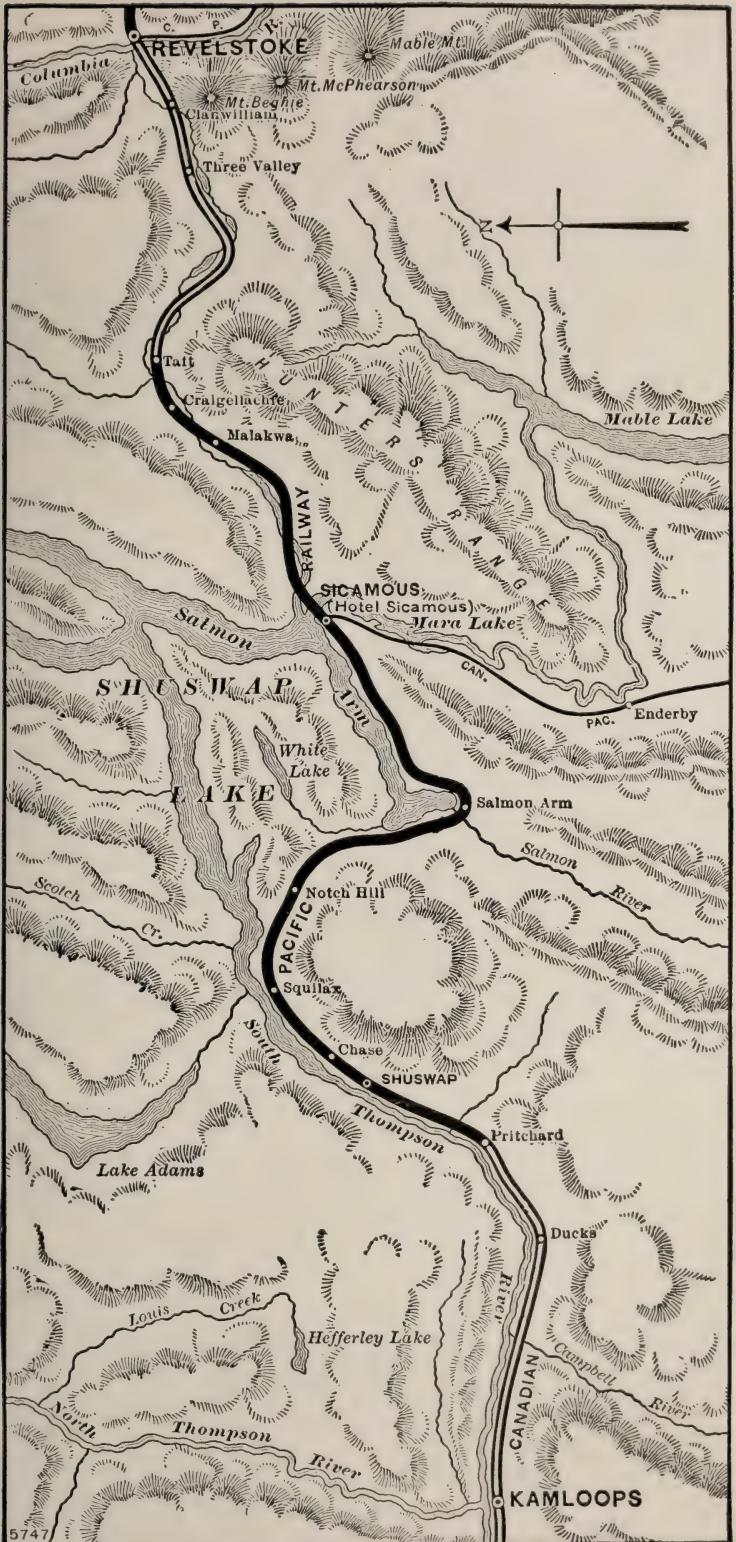
From Sicamous a branch runs south to the Okanagan Lake, connecting with a Canadian Pacific steamer service to Penticton. Enderby is a progressive town in a fertile fruit-growing and mixed farming country, with considerable dairying and also an enormous lumber output. Fishing is good and the big game plentiful. Armstrong (*population 1700*) is another flourishing town with several industries and a prosperous tributary agricultural country. Armstrong is particularly noted for the production of celery. Vernon (*population 3500*) is the largest town, the judicial centre, and the central distributing point of the northern Okanagan Valley. It is the location for the central co-operative fruit-selling agency for the entire Valley. Near here is the famous Coldstream Ranch, with about 13,000 acres of fruit lands under irrigation. At Okanagan we board a splendid steamer for the rest of the trip.

**Killiney**  
**Fintry**  
**Okanagan Centre**  
**Kelowna**  
**Peachland**  
**Summerland**  
**Penticton**

The steamer makes a number of calls down the lake at the various landings. The journey takes about six hours. This is one of the most famous fruit-growing regions of Canada. Journeying down the lake, one sees striking examples of "bench land" formation—orchards rising tier by tier in what look like gigantic steps. On these bench-lands, on the occasional bottom lands, and even on the hilly slopes that descend into the water, grow all kinds of sub-tropical fruit, peaches, apricots, cherries, apples, plums, walnuts, almonds and grapes of superfine quality. Irrigation is practised, the wooden flume that carries the life-giving water being a conspicuous object of the orchard country.

Kelowna is an important city with a population of over 3500. Tributary to it are some fifty thousand acres of first-class fruit lands, much of which is under cultivation. The city has several fruit and vegetable packing plants. It is a





5747



Indicates Double Track

KAMLOOPS TO REVELSTOKE



Hotel Sicamous

pretty point, with a park with a mile lake frontage. Peachland, Summerland and Naramata are fertile fruit-raising districts, with a certain amount of cattle-raising a few miles back. At the southern end of the lake is Penticton, where we join the Kettle Valley Railway (*see page 50*).

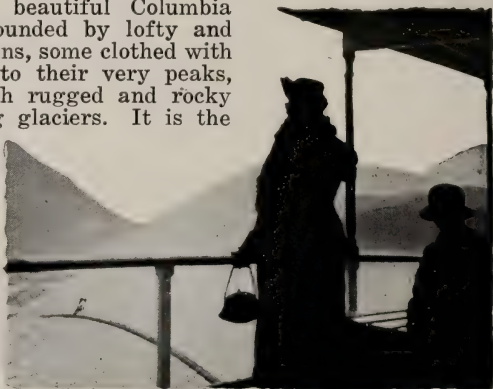
#### SICAMOUS TO REVELSTOKE (Continued)

|                      |      |   |
|----------------------|------|---|
| <b>Malakwa</b>       | 1215 | From Sicamous, in three-quarters of an  |
| <b>Craigellachie</b> | 1225 | hour we reach Craigellachie, where an   |
| <b>Three Valley</b>  | 1636 | obelisk alongside the track commemor-   |
| <b>Clanwilliam</b>   | 1820 | ates the completion of the Canadian Pa- |

cific Railway. It was here, on November 7th, 1885, that the rails from the east met the rails from the west, and the long-cherished vision of a Canadian trans-continental railway became a reality. We are now nearing the summit of the Gold or Columbia Range, and at Clanwilliam we pass the highest point. The most conspicuous peak is Mount Begbie. Four lakes, Griffin, Three Valley, Victor, and Summit, occur at short intervals, and in turn force the railway into the mountain sides.

|                   |      |                                       |
|-------------------|------|---------------------------------------|
| <b>Revelstoke</b> | 1494 | Revelstoke, a flourishing city with a |
|-------------------|------|---------------------------------------|

population of 4,000, lies in the beautiful Columbia River Valley, surrounded by lofty and picturesque mountains, some clothed with trees and verdure to their very peaks, others crowned with rugged and rocky spires on glistening glaciers. It is the gateway to the Kootenay and Arrow Lake districts, famous as fruit-growing centres and is surrounded by vast areas of timber. With the completion of the auto scenic road to the



Down the Arrow Lakes



top of Mount Revelstoke, added to the beautiful Columbia River driveway extending twenty miles north, and other roads to Arrowhead and the Okanagan Valley, the lover of nature can enjoy the magnificent scenery from a car. Mount Revelstoke is now a Dominion Park Reserve. Revelstoke is in the heart of very fine hunting grounds, and the Alpine climber will find whole worlds to conquer. In winter, Revelstoke is the centre of a large winter-sport carnival.

## REVELSTOKE TO NELSON: 184 miles

### (Rail and Steamer Line)

(For Map, see page 49).

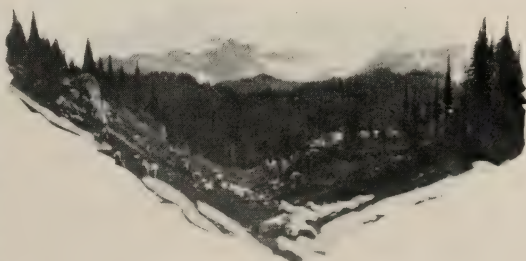
**Revelstoke**  
**Arrowhead**  
**Halcyon**  
**Nakusp**  
**Burton**  
**Needles**  
**West Robson**  
**Nelson**

From Revelstoke a branch runs south to Arrowhead, whence a very delightful trip is made down the Arrow Lakes to West Robson, at which point the rail line from Nelson to Midway is joined. (See page 52). The service down this lake is provided by the excellent and comfortable steamer service of the Canadian Pacific. The Arrow Lakes, lying in a long, deep valley between the eastern slope of the Selkirks and the Gold Range, are formed by the Columbia Valley's broadening out on its way south. The lakes are very beautiful. Although virtually one, they are classified as two, Upper and Lower, very much the same size and connected by a wide but circuitous channel. The surrounding country has supplied lumber from the forests that clothes its slopes to many a sawmill, while of recent years settlers have come in and made clearings for orchards. The population, however, is still comparatively sparse.

The steamer touches at a number of points en route. Halcyon Hot Springs are well and favorably known owing to the curative properties of the waters, which contain a high percentage of lithium. There is a comfortable Sanatorium hotel here. Nakusp is the distributing centre of the upper lake, which is here about three miles wide. Prettily situated, overlooking a crescent-like bay, it offers good bathing, boating and very fine fishing.

From Nakusp a branch line runs to Sandon and Kaslo (see page 54).

Nakusp is the headquarters of the Arrow Lake lumber industry, the shipping point for vast quantities of lumber, poles, fence posts, and other timber products. Along the lower lake there has been some development in fruit-growing, very fine cherries, apples and melons being produced. The steamer stops at, amongst other points, Edgewood, Renata and Deer Park.



In Revelstoke National Park.

**REVELSTOKE TO FIELD: 126 miles***(For Map, see page 27).**(The figures after the names of stations denote altitudes, in feet)*

|                      |      |  |
|----------------------|------|--|
| <b>Revelstoke</b>    | 1494 | We are now ascending the western slopes of the Selkirk Range, the second largest of the various great mountain systems that compose the Canadian Pacific Rockies. The scenery is magnificently impressive, a foretaste of what we shall traverse |
| <b>Greely</b>        | 1667 |  |
| <b>Twin Butte</b>    | 1877 |  |
| <b>Albert Canyon</b> | 2224 |  |
| <b>Illecillewaet</b> | 2711 |  |
| <b>Flat Creek</b>    | 3052 |  |

for nearly three hundred miles. From Revelstoke to Glacier we follow the Illecillewaet River, which presently, owing to the presence of glacial mud, grows pea-green in color. Twin Butte takes its name from the double summit nearby to the right, now known as Mounts Mackenzie and Tilley. In this district is the home of the woodland or black-faced caribou, the mountain goat, and the grizzly, cinnamon and black bear.

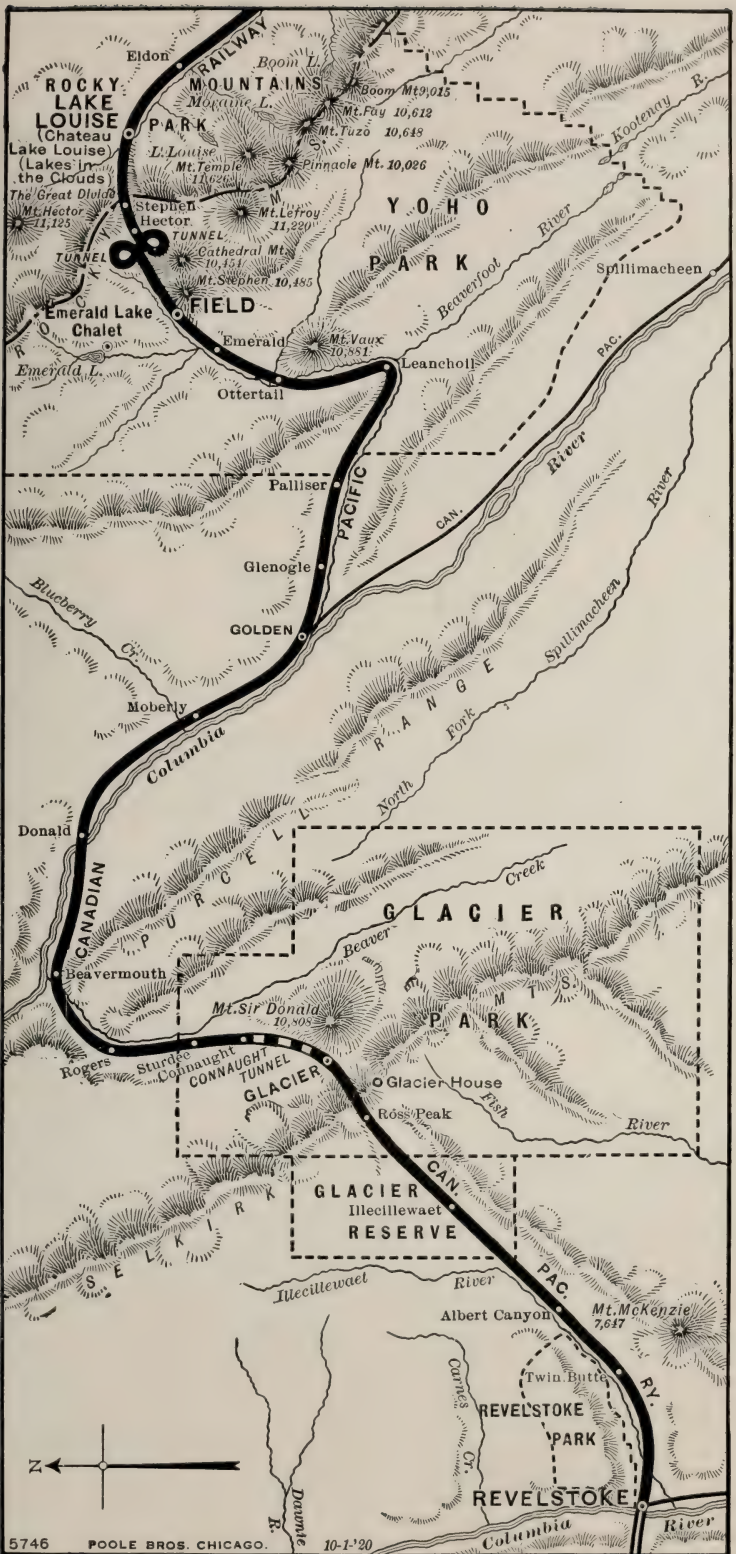
Albert Canyon is a deep fissure in the solid rock, its walls rising straight up on both sides to wooded crags. The railway runs along the very edge of the gorge. We see the river nearly 150 feet below, boiling angrily in a narrow twenty-foot flume. Nine miles east is the Lanark silver mine, on the right. The mill adjoins the track, and the cable on which the ore is conveyed can be seen running up from the mill to the opposite slope where the mill is operated. Continuing the ascent to Glacier, the line touches for a moment on the base of Ross Peak, and confronts Mount Cheops, on the other side of the Illecillewaet.

**Glacier 3778**

Glacier is the station for Glacier House, the centre of the finest mountain climbing region of the Selkirk Range. With the construction of the Connaught Tunnel the location of the railway line has been changed from its original position, so that the hotel, which adjoined the old station, is now a mile and one-half from the present one, whence it is reached by a good automobile road. The hotel is within thirty minutes' walk of the Illecillewaet Glacier, from which at the left, Sir Donald (10,808 feet) rises a

**Albert Canyon****Illecillewaet Valley**







Glacier House

naked and abrupt pyramid, to a height of a mile and a quarter above the railway.

This stately monolith was named after the late Sir Donald Smith (Lord Strathcona), one of the promoters of the Canadian Pacific Railway. Farther to the left are sharp peaks: Uto (*9610 feet*), Eagle (*9353 feet*), Avalanche (*9387 feet*), and Macdonald, second only to Sir Donald. Rogers Pass and the snowy Hermit Range, the most prominent peaks of which are called the Swiss Peaks, are in full view. Again to the left, at the west end of the Hermit Range, on the south side of Bear Creek, comes Cheops (*8506 feet*), so named after the Great Pyramid, the tomb of the Pharaoh Shufu (Cheops), who lived about 3,700 B.C., and in the foreground, and far down among the trees, the Illecillewaet glistens across the valley. Somewhat at the left of Cheops the shoulders of Ross Peak (*7718 feet*) are visible over the wooded slope of the mountain behind the hotel, which is called Abbott (*8081 feet*). Between Ross and Abbott in the background is an enormous wall of snow. This is the Mount Bonney Glacier.

To the right of Ross, between Ross and Cheops, a glimpse is caught of the Cougar Valley, where are the wonderful caves of Nakimu. Turning again to face the great Illecillewaet Glacier a V-shaped valley is seen on the right. This is the valley of the Asulkan brook, a gem of mountain beauty, where a series of white cascades foam through vistas of dark spruce and fir, where falls leap from ledges above in clouds of flying spray, and shining open meadows lead the traveller to listen for the tinkle of the Alpine herd. The peaks going from right to left are: Afton, the sharp apex; the Rampart, an oblong wall; the Dome, a rounded rock; Castor and Pollux, two sharp spires farthest south. To the left of the Asulkan Glacier comes a forested dome, Glacier Crest, the western boundary of the Great Illecillewaet Glacier, which is banked on the other side by the lower slopes of Sir Donald, from whose summit an immense number of glaciers can be seen. Glacier House, which is another Canadian Pacific Hotel, affords a most delightful stopping place for tourists who wish to hunt or explore the surrounding mountains or glaciers. Here in the heart of the Selkirks every comfort and luxury are found, and here many gather annually to spend the summer amidst the wonders of nature. The Illecillewaet Glacier is exactly two miles away, and its slowly receding forefoot, with immense crevices of abysmal depth cutting across the crystal surface, is only a few hundred feet above the level of Glacier



House. To the left of the Great Glacier, and 3,000 feet above the hotel, another view is from the trail at the foot of Sir Donald. An easy trail leads to Marion Lake, where it divides, one going to Observation Point, affording a splendid panorama of Rogers Pass, the other to the Abbott Alp, a beautiful grassy upland.

On Mount Abbott is Cascade summer house, directly above the mountain torrent seen tumbling down the green shoulder from Avalanche Peak to the head of the Asulkan Valley, where the ice flow of two main branches of the glacier meet. Good routes have been also mapped by the guides up Eagle and Sir Donald, the former being an easy climb. This peak is so named from a large rock figure exactly resembling an eagle which is perched upon the knife-sharp edge of the mountain. It is seen to best advantage from the trail leading to Mount Avalanche.

The Asulkan Valley trail branches off from the main glacier trail about a quarter of a mile from the hotel, and crossing the Asulkan brook climbs up the east side of the valley to the fore-foot of the Asulkan glacier, distant four miles from the hotel. The summit of the Selkirk Range, as crossed by the railway, is reached from Glacier by another fine pony trip, and from here the trail to Rogers Amphitheatre may be taken, where is located a hut that may be used as a base for exploring and climbing the neighboring peaks and glaciers. From Rogers Pass there is another trail that follows along Bear Creek to Baloo Pass. From here is reached the famous Nakimu Caves (Nakimu being Indian for "grumbling caves"), a series of natural caverns, with beautiful interior marble markings, situated on the lower slopes of Mount Cheops, in the Cougar Valley. The return journey from the Caves to the hotel may be made via a trail and carriage drive that follows the Illecillewaet River. A glacial stream has been caught and furnishes fountains about the hotel. Game is very abundant throughout these lofty ranges, whose summits are the home of the mountain goat.

**Rogers 2555** Immediately we leave Glacier station we plunge into the Connaught Tunnel. Until the end of 1916, the railway crossed the Selkirks through Rogers Pass, following Bear Creek and then bending round to Glacier and back again to the Illecillewaet River in a series of sharp loops. This was a most spectacular route, affording some magnificent views of Mount Macdonald, Mount Tupper, and other giant peaks; but it had many disadvantages, amongst which



Mount Sir Donald

were track curvature and the necessity of maintaining long stretches of snowsheds. These difficulties were finally overcome by the construction of the Connaught Tunnel, under Mount Macdonald, named in honor of H.R.H. the Duke of Connaught, then Governor - General of Canada. This tunnel is the longest tunnel in America, measuring exactly five miles from portal to portal, and it not only eliminated track curvature to an amount corresponding to seven complete circles, but also



Connaught Tunnel

lowered the summit attained by the railway by 550 feet, reduced the length of the line by  $4\frac{1}{2}$  miles and dispensed with four miles of snow-sheds. The tunnel is double tracked, and measures 29 feet from side to side and 21 feet  $6\frac{1}{2}$  inches from the base rail to the crown. The method by which it was pierced involved the tunnelling of a pioneer bore paralleling the centre line of the main tunnel—a feature that was new and aroused the interest of tunnel engineers the world over. Rogers Pass was named for Major A. B. Rogers, by whose adventurous energy it was discovered in 1884; and it forms now one of the beautiful excursions from Mount Glacier. Mount Macdonald (9483 feet) towers nearly a mile above the railway in almost vertical height. Leaving the tunnel, we catch a brief but precious glimpse of Mount Tupper, through a gap in the cliff on the left. We are almost 1000 feet above the Beaver, whose upper valley can be seen penetrating the mountains southward for a long distance.

|                    |      |   |
|--------------------|------|---|
| <b>Beavermouth</b> | 2483 | The principal difficulty in construction on this part of the line was occasioned by the torrents, many of them in splendid cascades, which came down through narrow gorges cut deeply into the steep slopes along which the railway creeps. The greatest of all these bridges crosses Stony Creek—a noisy rill, flowing in the bottom of a narrow V-shaped channel 312 feet below the |
| <b>Donald</b>      | 2579 |   |
| <b>Forde</b>       | 2563 |   |
| <b>Moberley</b>    | 2553 |   |

the steep slopes along which the railway creeps. The greatest of all these bridges crosses Stony Creek—a noisy rill, flowing in the bottom of a narrow V-shaped channel 312 feet below the



Mountain Climbing, near Glacier



rails—the highest bridge on the Canadian Pacific main line. A little farther on, Cedar Creek is crossed, a little east of where a very high bridge, spanning a foaming cascade, affords one of the most beautiful prospects of the whole journey. So impressed were the railway builders with the charm of this magnificent pictures of mountains that they named this spot The Surprise.

From Connaught to Beavermouth we follow the Beaver River, crossing it about two miles before reaching the latter as well as crossing six streams flowing from the north. A last look backward will reveal a long line of the higher peaks of the Selkirks, in echelon, culminating in the exceedingly lofty pinnacle of Mount Sir Donald. At Beavermouth, which is the farthest north station of the transcontinental route, we practically leave the Selkirks proper, although for some way we follow the Dogtooth Range, a spur of the system. Next we are in the upper canyon of the Columbia River, the most important waterway that flows into the north Pacific Ocean and which, rising in the north end of Lake Windermere, flows north in a famous "Big Bend", paralleling the railway for several miles until it leaves it at the lower slopes of the Selkirks to re-appear at Revelstoke on its way south to the United States. This is the solution of a problem that sometimes puzzles the traveller, that the Columbia River should apparently be flowing towards the mountains instead of away from them. The mountain ranges force the river through a narrow gorge to the high slopes above which the railway clings. Immediately above this canyon the Blue Water river comes into the Columbia from the south.



Swiss Guide's Chalet, near Golden

About two miles before reaching Moberley, on the right just after crossing Blackberry Bridge, is the site of the oldest cabin in the mountains—the cabin where a government survey party under Walter Moberley, C.E., engaged in preliminary surveying for the railway, passed the winter of 1871-2. They wintered their stock on the shore of what is now called Lake Windermere. Mount Moberley, on the left at Moberley station (7721 feet) is the most prominent peak for several miles.

**Golden 2583** Golden is an interesting town with large lumbering and mining interests, and commands the trade of the fertile Windermere Valley to the south. To the left of the track, shortly before reaching Golden station, can be seen the model Swiss village of "Edelweiss," erected by the Canadian Pacific for the Swiss guides whom it employs for the benefit of mountain climbers. Previous to the erection of this village, which lies on the slopes of a hill and reproduces with remarkable verisimilitude the characteristic architecture of the Swiss chalet, the guides had always returned to Switzerland at the end of each season, but now they live in Canada the entire year.

## GOLDEN TO CRANBROOK: 166 miles

**Golden**  
**Spillimacheen**  
**Edgewater**  
**Lake Windermere**  
**Goldie Creek**

From Golden a branch line runs south through the fertile Columbia Valley, touching for a considerable part of the journey the beautiful Lake Windermere, and joining the Crow's Nest line at Col-



Lake Windermere Camp

**Canal Flat**  
**Wasa**  
**Fort Steele**  
**Bull River**  
**Colvalli**  
**Cranbrook**

valli. From Golden we travel past many new settlements, from the clearings of which smoke is sometimes still rising, until we reach Spillimacheen, where there is a wonderful view of the Selkirk Mountains. The new motor road being built through the Vermilion Pass from Banff (*see page 41*) will join the government road at Sinclair, sixty miles from Golden. Both at Sinclair and at Fairmount near Lake Windermere, there are interesting hot springs. The scenery of this valley is splendid, and the canyons and creeks on either side furnish excellent sport. On the left is the slope of the Rockies—on the right, the panorama of the Selkirks. At Lake Windermere station, the local train puts up for the night, continuing southward in the morning. Lake Windermere is the station for four neighboring villages: Athalmer, Wilmer, Windermere and Invermere, while on the shores of the lake, about a mile from the station, a bungalow summer camp has been located, making an admirable centre for excursions into the beautiful country surrounding. After Lake Windermere, the next important stopping point is Fort Steele, in a ranching and fruit-growing district. Lead, copper, silver, gold and iron are found. There are quantities of lumber available, with important sawmills at Bull River. Good fishing and hunting can be obtained.

### REVELSTOKE TO FIELD (Continued)

**Glenogle** 3008 At Golden we begin ascending again. From  
**Palliser** 3288 here to Field we shall climb 1500 feet in 35 miles, for we are now entering the Rockies system proper, taking that name in its scientific sense of meaning one range only. For a considerable distance we follow the noisy turbulent Kicking Horse River on its way to join the Columbia. The canyon deepens until the mountain side become almost vertical. The roar of the river as it rushes from side to side of the narrow gorge, the thunder of the train—pandemonium increased a thousandfold by the reverberations of the canyon walls—gives an indescribable sensation.

**Leancoil** 3682 At the base of Mount Hunter we leave the  
**Ottertail** 3702 canyon, and the river widens somewhat.  
**Emerald** 3895 The narrow valley of the Kicking Horse divides the Ottertail Range to the south from the Van Horne range to the north. A vivid contrast in mountain formation can be made between the two ranges. At Leancoil we enter the Yoho Park, one of the five national parks in the Rockies.



On the right, Mounts Vaux and Chancellor are seen, the glacier on the former plainly visible. Mount Chancellor (10,731 feet) is one of the giant peaks of the Ottertail range. Between the two mountains is what is probably the best known group of "hoodoos", but they cannot, unfortunately, be seen from the train, although two miles west of Leancoil, on the right side, is a rocky bluff where "hoodoos" in the process of formation through the action of the elements can be plainly viewed. One mile before reaching Emerald we can see Mount Goodsir (11,676 feet) on the right, the highest of the Ottertail group.

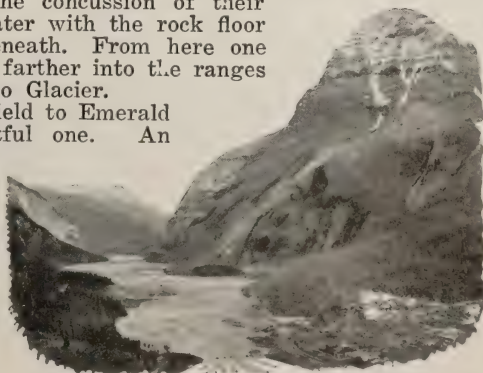


Open Top Observation Car

**Field 4072** Field is the divisional point between the British Columbia and Alberta districts of the railway. Towering 6,000 feet higher than the little town is seen Mount Stephen (10,485 feet), and in front of it roars the Kicking Horse River, which the railway will still follow for a considerable distance.

Field is the gateway to a wonderful mountain resort, the far-famed Yoho Valley, which stretches away to the north between great glacier-bound peaks. The Yoho Park, another national park, has an area of 480 square miles. Among its attractions are Takakkaw Falls, the Twin Falls, the Yoho Glacier, etc. The Takakkaw Falls, the return trip to which can be made in a day by either coach or pony along a good trail, are among the most wonderful in the world. An immense volume of seething, boiling water rushes over the precipice on the far side of a narrow gorge, and descends the rock sides in clouds of foam, a sheer drop of 1,200 feet. Farther up the Yoho Valley, following the Yoho River, is a rather more rugged country, affording a longer trip. Twin Falls, divided by a high rock on the edge of the precipice, are of even greater interest than the Takakkaw Falls, owing to the vast columns of steamlike spray caused by the concussion of their two columns of water with the rock floor nearly 700 feet beneath. From here one can penetrate still farther into the ranges and reach the Yoho Glacier.

The trip from Field to Emerald Lake is a delightful one. An excellent carriage road crosses the Kicking Horse River at Field to the base of Mount Burgess and leads through a forest of balsam and spruce to Emerald Lake, 7 miles distant. This beautiful lake, of



Mount Stephen and Field

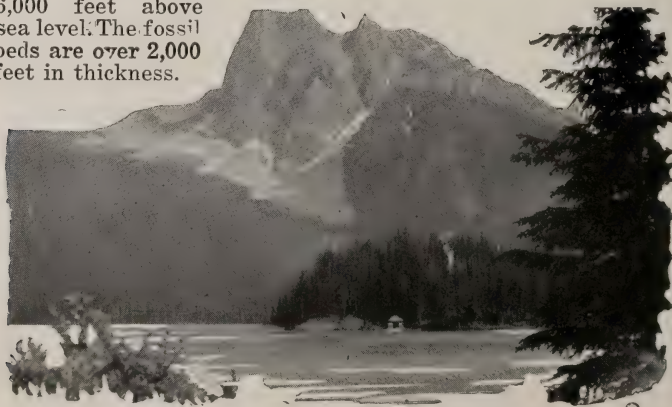


Takakkaw Falls, Yoho Valley

most exquisite coloring and sublimity of surroundings, lies placid under the protection of Mount Wapta, Mount Burgess and Mount President. It is well stocked with fish, and its vicinity affords many charming excursions on foot. A picturesque two-story log chalet has been erected on the shore of the lake, and is operated by the Canadian Pacific. Here the tourist may break his journey en route to the Yoho Valley.

It is also possible to reach the Yoho Valley from Emerald Lake. From Emerald Lake an excellent trail leads around the lake to the Yoho Pass (altitude 6,000), where it is joined by the trail from Field over Mount Burgess. Reaching the summit by pony, a wonderful view is obtained. Summit Lake, a small but beautifully colored lake, is passed, and thence descent is made into the Yoho Valley. Yet another route to the Yoho Valley is over the Burgess Pass. The pony trail from Field rises up the wooded slopes of Mount Burgess to the pass (altitude 7,150 feet), from which a magnificent panoramic view of the surrounding mountain ranges may be obtained. Mount Burgess, a sharp-topped mountain, 8,403 feet, is in the centre, with the Kicking Horse River on the left and the road to Yoho Pass on the right. Continuing along the slopes of Mount Wapta the trail is almost level until the Yoho Pass is reached, whence descent is made to either Takakkaw Falls or to Emerald Lake.

There are numerous other charming trips at Field, mostly of longer duration, such as to Dennis and Duchesnay Passes, Lake O'Hara and Upper Bow Lake. Mention must also be made of the famous Mount Stephen fossil beds, reached from Field by a pony trail which rises 6,000 feet above sea level. The fossil beds are over 2,000 feet in thickness.



Emerald Lake



**FIELD TO CALGARY: 135 miles**

*(The figures after the names of stations denote altitudes in feet)*

**Hector 5913** From Field to the Great Divide, a distance of fourteen miles, the railway has to climb nearly a quarter of a mile through the Kicking Horse Pass. Formerly

this was a difficult track, the gradient being 4.5 per cent, but by two wonderful tunnels, forming one of the most notable engineering feats in existence, this difficulty has now been eliminated, and the grade reduced to 2.2 per cent. These tunnels are the famous "Spiral Tunnels". From the west the



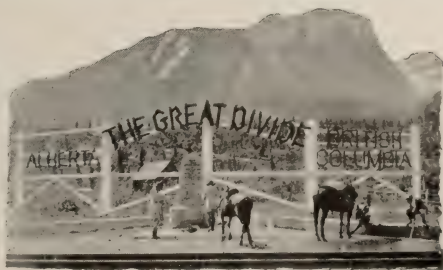
**Spiral Tunnels, Field**

track enters the first tunnel, 2,900 feet long, under Mount Ogden, and after turning a complete circle and passing above itself it comes out 50 feet higher. (Mount Ogden, 8795 feet). The track then turns westerly, and crossing the river enters the second tunnel, 3255 feet in length, under Cathedral Mountain. Again turning a complete circle and emerging above itself, it runs out into daylight 54 feet higher.

The whole thing is a perfect maze, the railway doubling back upon itself twice and forming a rough figure "8" in shape. If the train is run in two sections, passengers are able to see the other section at a higher or lower level (according to which one they are in) making its way up the big grade. Kicking Horse Pass owes its name to an incident of early pioneering days in which a "kicking horse" figured literally.

Wapta Camp, on Wapta Lake (Hector Station) is an attractive summer resort for tourists, consisting of rustic bungalows with a central community house.

**The Great Divide 5298** Six miles before Lake Louise is the "Great Divide", which is at once the highest elevation of the Canadian Pacific Railway, the boundary between Alberta and British Columbia, and the very backbone of the continent. It is marked by a rustic arch spanning a stream under which the water divides, by one of these freaks by which Nature diverts herself, into two little brooks that have vastly different fates. The waters that flow to the east eventually reach Hudson Bay and the Atlantic Ocean; the



**The Great Divide**



Chateau Lake Louise

rivulet that runs to the west adds its mite to the volume of the Pacific. On the right is the granite shaft erected to the memory of Sir James Hector, the discoverer of the Kicking Horse Pass. This is the pass which permits the Canadian Pacific Railway to cross the Rockies.

**Lake Louise** 5044 Twenty miles from Field we reach Lake Louise. To reach the lake we must ascend another 620 feet, which we do by means of a light gasoline railway. Turning a shoulder of the mountain, we come suddenly into full view of Lake Louise, named after Princess Louise, wife of the Marquis of Lorne, one-time Governor-General of Canada. This is one of the most perfect gems of scenery in the world—"a lake of the deepest and most exquisite coloring, ever changing, defying analysis, mirroring in its wonderful depths the sombre forests and cliffs that rise from its shores on either side, the gleaming white glacier and tremendous snow-crowned peaks that fill the background of the picture, and the blue sky and fleecy clouds overhead." On the shores of this beautiful lake the Canadian Pacific Railway operates one of its splendid hotels, the Chateau Lake Louise. No more beautiful spot and no more comfortable hotel could be chosen by anyone wishing to make either a short stay or a long one in the Canadian Pacific Rockies. Many there are who are entirely satisfied to sit on the verandah watching the marvellous kaleidoscope of color that flits across the surface of the lake.

The principal mountains surrounding Lake Louise are (from left to right as you stand on the hotel verandah): Saddle Mountain (7783 feet), Mount Fairview (9001 feet), Mount Aberdeen (10304 feet), Mount Lefroy (11220 feet), Mount Victoria (11355 feet), the Beehive (7403 feet), and Mount St. Piran (8618 feet). Victoria Glacier, which shuts off the southern end of the lake, is an awe-inspiring spectacle. Along the westerly shores of the lake is a delightful mile-and-a-half walk affording splendid views of these gigantic peaks.

Amongst the numerous delightful excursions from Lake Louise is that to Lakes in the Clouds, two gems that nestle high up on the mountain side. The trail leaves the west end of the Chateau and rises gradually to Mirror Lake (altitude 6650 feet), and thence to Lake Agnes (6875 feet). There are beautiful views on the way up, and the trail is excellent. A charming tea house has recently been established on the shore of Lake Agnes. The trail continues around Lake Agnes and up a zigzag path to the Observation House on the Big Beehive. The trip can be made





either by sure-footed mountain pony or on foot, and the round trip distance is about five miles. Return can be made if desired via the Little Beehive and Mt. St. Piran, or via the lower glacier trail.

Another charming trip is that to Moraine Lake, a lovely mountain lake lying in the "Valley of the Ten Peaks". These ten peaks, all of which are over 10,000 feet

high, and the highest of which, Mount Deltaform, is 11,225 feet, encircle the eastern and southern sides of the lake, and present a serrated profile that affords a most majestic view. Lake Consolation, near Lake Moraine, affords good trout-fishing, and during the summer months, a small tea-house and camp is maintained on the shore of the latter. On the eastern shore of the lake is the Tower of Babel (7580 feet), a mountain of somewhat curious shape, on the other side of which is Consolation Lake.

Yet another fine pony trip is to Paradise Valley. Ponies may be taken up Paradise Valley, via either the Saddleback and Sheol Valley, or via the low trail. The journey is continued up the valley to a short branch trail leading to the Giant's Steps, a step-like rock formation over which the water glides in silver sheets. The journey may then be continued across the valley to Lake Annette (*altitude 6500 feet*), a tiny emerald sheet of water on the side of Mount Temple, and thence back to Lake Louise, a distance of thirteen miles.

In a southwesterly direction from Lake Louise is Lake O'Hara presenting in its surroundings features of wild Alpine grandeur that cannot be surpassed. There is an excellent trail from Hector, a few miles west of Lake Louise station, and the trip affords an extremely delightful two days' trip. Further pony and camping trips of one or more days' duration can be made in several directions, such as along the Pipestone River. This trip leads north from Lake Louise to an alpine lake high up on a mountain meadow amid high glacial surroundings of spectacular grandeur and beauty. The lake is full of trout. The camping ground is nineteen miles from Lake Louise station. Consolation Lake, which is about three miles from Moraine Lake, is also a very profitable place to fish for cut-throat trout.

For those who wish to visit glaciers, climb mountains, or make some of the more strenuous trips through the passes, Swiss guides, whose services can be obtained by visitors, are attached to the Chateau Lake Louise. There is good trout-fishing at several points near Lake Louise.



Lakes in the Clouds



Lake Louise



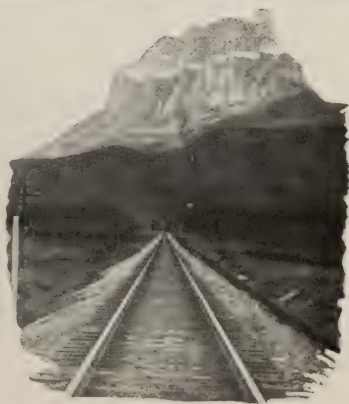


Moraine Lake and Valley of the Ten Peaks

**Eldon** 4822 Leaving Lake Louise we have magnificent views of the surrounding panorama of mountains. In front we see Pilot Mountain, Copper Mountain, Mount Brett, and Vermilion Pass where the continental watershed sends the Vermilion River westward in to the Kootenay. On the south is Storm Mountain (10309 feet) and the snowy dome of Mount Ball (10825 feet). Loftiest and grandest of all towers Temple Mountain (11626 feet). This great snow-bound mountain, whose crest exhibits precipitous walls of ice flashing blue in the sunlight, is the most conspicuous and admirable feature of the wonderful valley.

Next we see to the left the bare, rugged and sharply serrated Sawback sub-range, with a spur called the Slate Mountain, in the foreground towards Lake Louise. Castle Mountain, a sheer precipice that rises on the left almost 5,000 feet above us is so named because no imagination is required to see in it the outlines of the towers and battlements of some ancient fortress. This mountain overlooks the railway for nearly eight miles. A sharp turn, and on the right we see Pilot Mountain, a landmark of mountain trappers visible from either end of the Bow. Hole-in-the-Wall Mountain (9183 feet), on the left, has an interesting cavern running into the mountain for 160 feet which has been used as a meeting place by the Masonic Lodge of Banff.

We follow the Bow River into Banff through a beautiful forested valley, skirting the Vermilion Lakes and obtaining an excellent view of Mount Bourgeau on the right. Far to the south these snow-peaks enclose Simpson Pass.



Castle Mountain

**Banff** 4534 The Rocky Mountains Park, a national park of which Banff is the headquarters, is one of the largest in the world. It embraces parts of the Bow, Spray,



**Banff Springs Hotel**

Kananaskis, Ghost, Red Deer, Panther and Cascade river valleys, the Clearwater river forming the northern boundary. The park stretches for 115 miles from south to north, the Canadian Pacific Railway running through the Park from Seebe to the Great Divide, a distance of about 70 miles from east to west. Besides the rivers mentioned, the Park also contains Lake Minnewanka, Lake Louise, the Bow Lakes, Lake O'Hara, and others, and several impressive mountain ranges.

Within easy walking distance is Sulphur Mountain, a long wooded ridge rising to an elevation of 8030 feet, which has an observatory on its summit and the Canadian Alpine Club's permanent club-house on the slopes. The club has a membership of about 500, and holds a camp every year somewhere in the Canadian Pacific Rockies. In the various mountain ranges that make up the Canadian Pacific Rockies—the Rockies proper, the Selkirks, and the Gold, Coast, Cascade, and Purcell Ranges—there are, according to government measurements, no less than 598 mountain peaks above 5,000 feet in height above sea level. This list includes only those peaks which bear names, and does not profess to exhaust the innumerable mountains that have not yet been named or measured. Of those actually listed, there are 147 over 10,000 feet.

Cascade Mountain (9825 feet), faces the village like a glowering giant. The sharp pointed edge of Mount Rundle (9665



**Buffalo at Banff**

feet) makes a most striking feature. Mount Edith. (8370 feet) and Stony Squaw (6160 feet) are close at hand. Crossing the Bow River bridge from the village, we follow a road to where the

Banff Springs Hotel stands on a height between the foaming falls of the Bow and the mouth of the rapid Spray river. This hotel, operated by the Canadian Pacific Railway, has been constructed on a magnificent scale. From its verandah beautiful panoramas are to be viewed. Just below the terrace is one of Banff's three distinctive sulphur swimming pools, supplied with sulphur water piped from Sulphur Mountain and averaging 90





**Sulphur Swimming Pool, Banff Springs Hotel**

degrees Fahrenheit and possessing great curative value. The pool is a beautiful one, affording excellent swimming; and a semicircular cold water pool adjoins it on the crest of the hill. The other two pools are at the Upper Hot Springs, on the wooded slopes of Sulphur Mountain and reached by carriage or on foot; and at the Cave and Basin, about a mile west of the bridge, where the government has erected a handsome \$150,000 swimming bath.

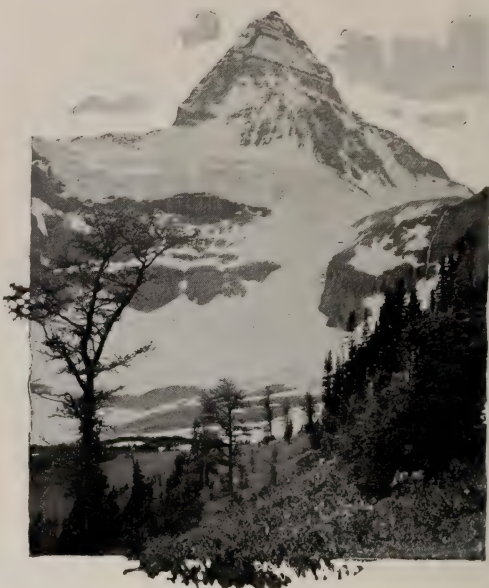
In an enclosed park about  $1\frac{1}{2}$  miles to the other side of the village are a number of specimens of native animals, such as buffalo, elk, moose, mountain sheep and mountain goat. The buffalo herd, with a somewhat larger one in another park to the north, comprise the sole remains of the million buffalo which roamed the prairie fifty years ago. Long launch trips up the river, tennis, driving, motoring, swimming, horseback riding, fishing, beautiful walks, and mountain climbing are some of the diversions open to visitors. A nine-hole golf course, now being enlarged to eighteen holes, is situated on the banks of the Bow River at the base of Mount Rundle. These links occupy the site of the headquarters of the Snaring Indians, so called on account of their hunting methods. The tribe is now extinct, but opposite the club house are the pits which they used as winter quarters, and many flint spears and arrow heads have been found. There are wonderful fossil beds on the south and east sides of Lake Minnewanka, from which many very fine specimens have been collected. An annual Indian "Pow-wow" of sports, races, etc., is held during the month of July.

Of great interest to automobile enthusiasts is the new automobile road that is being constructed by the Dominion Government, the British Columbia Government, and the Canadian Pacific Railway, from



**On the Trail**

Banff to the Columbia Valley. (see page 32). Its course is south-east from Castle Mountain, which we have already passed, through Vermilion Pass, over the Rockies, and then through some subsidiary ranges until it reaches beautiful Lake Windermere. Twenty miles south of Banff is Mount Assiniboine (11,800 ft.) the "Matterhorn of the New World", the first ascent of which was made, after many unsuccessful attempts, in 1901. The way thither leads through beautiful



Mount Assiniboine

valleys shaded with transparent blue lakes and park-like prairie openings, and the journey is a particularly fine pony and camping trip.

**Bankhead** 4581 Leaving Banff, we leave the Bow River for a  
**Canmore** 4295 time, and strike up the valley of the Cascade River. Looking behind, we can see Cascade Mountain towering above the valley. On the right is Rundle, which was named in honor of an early missionary to the Indians.

At Bankhead is located the Bankhead Mine, operated by the Canadian Pacific and said to be the only producing anthracite mine in Canada. Eleven coal seams have been found in this property, of which five are being worked so far. In connection with this mine there is a briquetting plant consisting of two units with a capacity of 500 tons in twenty-four hours. To prepare anthracite coal for the market it is necessary to remove the dust and impurities and separate it into different sizes. The dust is converted into briquettes. The mine has a capacity of 1,500 tons per day, and employs an average of 300 men under ground and 150 above ground.

Canmore is another coal-mining town. Here on the right is obtained a striking profile of the "Three Sisters", companion peaks that form one of the last notable sights of the journey. The highest peak is 9733 feet in height. The curious groups of pillars on the right, some of them ten times as tall as a man, are made of hard enough material to withstand the weatherings that have played havoc with the surrounding bank. They are called "hoodoos".



The Three Sisters, Canmore



**Gap** 4248 Presently we rejoin the Bow River, which  
**Exshaw** 4261 we shall follow all the way into Calgary.  
**Kananaskis** 4130 This river, although here a comparatively small stream, is part of one of the greatest river systems of America, subsequently becoming a tributary of the South Saskatchewan River, which in turn joins the north branch of that river to become the Saskatchewan River, draining into Lake Winnipeg.

A bend in the road brings us between two almost vertical walls of dizzy height, streaked and capped with snow and ice. This is "the Gap", by which we leave the mountains. On our left is the Fairholme Range, opposite it is the Goat Range. The prominent peak is Grotto Mountain (3370 feet), and those on our right are Pigeon Mountain, Wind Mountain, and the Three Sisters. Contrast the ranges behind. Those on the left are fantastically broken and castellated; the ones opposite are massive snow-laden promontories, rising thousands of feet. They are penetrated by enormous alcoves imprisoning all the gorgeous hues of the prism.



The Gap

At Exshaw is located a large Portland cement mill, which has an average output of 4,000 barrels a day. It draws its supplies of limestone and shale from the excellent deposits close to the mill. From here onward we first notice how an ordinary upland stream differs from a glacier-fed river. The former, as it tumbles from great heights, may be foamy and tumultuous, but the latter is always milk-green with a sediment of glacial silt. This silt is composed of infinitesimally fine particles ground from the rocks by the ice scraping over them.

Over the Kananaskis River, a little above its junction with the Bow, is an iron bridge. Crossing this, we hear the roar of the Bow's mighty cataract called Kananaskis Falls, named after a mythical Cree chief and meaning "a tall straight pine with branches near the top." The country in this region is full of Indian lore. The Indians conceived the whole country as a great giant, hence there are the Knee Hills the Hand Hills, Ghost Hills, and many others.

**Seebe** 4182 Seebe is the site of the two hydro-electric power plants that supply Calgary  
**Morley** 4078 with the bulk of its electrical power.  
**Rocher** 3896 The first plant was completed in 1911,  
**Cochrane** 3750 the second in 1915, at a total cost approximating three million dollars. Generators with a total capacity of 29,500 horsepower are installed in the power houses, and the voltage is "stepped up" very considerably and transmitted over high tension lines. The dam, consisting of a solid concrete structure 600 feet in length and capable of discharging over 40,000 feet of water a second, can be clearly seen on the left from the train. The same company have also built a dam

across the Devil's Canyon at Lake Minnewanka for storage purposes, for use in winter.

Morley is the modern home of the Stoney Indians, once a very warlike race but now the most industrious of red men. Still following the course of the Bow River, we enter the rolling, grassy foothills, rising tier upon tier to the base of the great ranges to which they are the outposts. At Cochrane we are well within the foothill country. In the lower valleys can be seen huge ranches, for this is a great stock-raising country, and on the higher terraces can be seen great herds of cattle and sheep. These transverse valleys are the groved courses of ancient glaciers. Presently the foothills too give place, and are succeeded by the first great stretches of level prairie, and we run in between low hills to Calgary.

**Calgary** (*Population 72,000, altitude 3439*). Calgary is the largest city in the Province of Alberta and also between Winnipeg and Vancouver. Founded less than forty years ago, it is now a flourishing industrial and agricultural centre, with many manufacturing industries, and is well supplied with clay and building stone deposits and is close to immense developed coal areas and large developed water-powers.

At the west end of the station block is the imposing Canadian Pacific Hotel Palliser. This handsome structure, completed in 1914, comprises ten floors in an "E" shape, which makes every room an outside room. From the roof garden one can obtain a beautiful view of the Rockies. At the east end of the platform is the building of the Natural Resources Department of the Canadian Pacific, administering all the company's land, mineral and timber interests in the West. The Canadian Pacific has a very simple but excellent method of settling experienced irrigation farmers on the land, giving twenty years for payment of the cost of the land after a first payment of ten per cent has been made, and then for a period of three years collecting only the 6 per cent interest, thus enabling the farmer to get firmly established on his land and his farm in full operation. This method has been the means of creating many fine homes and contented settlers.

Calgary has modern facilities, electric power, street cars, and natural gas, which is piped from Bow Island at very cheap prices for both manufacturing and domestic purposes. The city has some beautiful parks and many golf courses, including a municipal course.



Palliser Hotel, Calgary





Calgary

## CALGARY TO EDMONTON: 194 miles

(For Map, see page 61)

**Calgary**  
**Airdrie**  
**Crossfield**  
**Carstairs**  
**Didsbury**  
**Olds**  
**Innisfail**  
**Red Deer**

From Calgary an important branch line runs north to Edmonton, passing through and serving an exceptionally rich region well suited for mixed farming and especially for dairying. This district, as a matter of fact, is one of the most successful dairying areas of Alberta, which fact is testified by the large number of creameries situated along the line. For about thirty miles after leaving Calgary the line skirts

the extreme western boundary of the Canadian Pacific Irrigation Block. As far as Crossfield the character of the country is very similar to that along the main line east of Calgary — undulating prairie with very little timber; but from this point north, generally called “Central Alberta”, the keynote changes. The country is more wooded, bush will be seen everywhere, gradually increasing in size the farther north we go, until at Edmonton the trees are almost continuous. At Olds is one of the Agricultural Schools established by the Province of Alberta, where practical courses in agriculture, animal husbandry and domestic science are available for farmers’ sons and daughters. Red Deer (*population 3000*), is the commercial centre of this mixed farming and dairying district. Situated on the Red Deer River about midway between Calgary and Edmonton, it is a well-established city, with many factories and distributing houses. In the neighborhood are found coal, clay, gravel and sand deposits.

From Red Deer a branch line runs west to Rocky Mountain House (62 miles) passing through a very beautiful mixed farming country with large hay areas. Sylvan Lake, on this line, is a very popular resort for Calgary and Edmonton people. At Rocky Mountain House we cross the North Saskatchewan River, and westward a road lies to the Brazeau coal fields in the foothills of the Rockies.

**Blackfalds**  
**Lacombe**

Leaving Red Deer we cross the Red Deer River and run through some very picturesque country, well adapted to mixed farming and stock raising; as a matter of fact, all the territory from Calgary north has seen a large number of prize cattle raised. Lacombe (*population 1800*) is another important centre, and is the site of a Dominion Government Experimental Farm. About eight miles west is another highly popular summer resort, Gull Lake.

From Lacombe a branch runs in an easterly direction through Central Alberta and Saskatchewan, to Kerrobert (223 miles), where it joins the line running north-westerly from Moose Jaw to Macklin.

(see page 66). The region through which this line passes is a prosperous mixed farming one, with an important dairying industry. Sodium sulphate deposits are found near Fusilier, coal mines at Nevis, and some fine clay deposits at Alix. Along the line are some flourishing towns, such as Clive, Alix, Erskine, Stettler, Gadsby, Castor, Coronation, Consort, Monitor, Compeer, etc. From Coronation, an important centre and divisional point (population 1,200), another branch runs north 25 miles to Lorraine.

**Ponoka**  
**Wetaskiwin**  
**Millet**  
**Leduc**  
**Strathcona**

Indian name "Hills of Peace") is a city of some 2,500 inhabitants, backed up by a good country and a developed lumber industry to the west, nearer the mountains. Coal, marl and clay are in the vicinity. Running north we pass through a park-like country, well settled and productive of good crops and stock, to Strathcona,

which is now part of the city of Edmonton. It is connected with Edmonton by a good street car service.

Resuming our journey towards Edmonton, we continue through the same prosperous dairying and mixed farming country. Ponoka is the site of the provincial asylum for the insane. At Wetaskiwin we meet the Winnipeg to Edmonton line (see page 77). Wetaskiwin (from the



Parliament Buildings, Edmonton

**Edmonton** *Alt. 2183. Population 66,000*, capital of the Province of Alberta, is situated on both sides of the North Saskatchewan River. The portion on the south bank was originally known as Strathcona, the two cities being amalgamated in 1912. The Canadian Pacific enters Edmonton by means of a magnificent steel high-level bridge, 2250 feet long, 152 feet above water level, which carries also street car tracks and traffic roads. This bridge was opened in 1913. Edmonton was established as a trading post of the Hudson's Bay Company in 1795; the magnificent buildings of the Province of Alberta now being located on the site made historic by the original trading post of Fort Edmonton. The old Fort was dismantled only a few years ago. The University of Alberta, the Robertson Presbyterian College, Alberta Methodist College, and many other educational institutions are situated here. The city is run on very progressive municipal lines, and owns and operates all its own public utilities. It is the distributing centre for the vast Peace River country to the north and northwest, and is also the centre of an important and rapidly developing coal industry, the production of the mines in and around Edmonton being over 4,500 tons per day.

There are many points for summer vacation within easy reach, including the very fine Lake Wabamun, which is well patronized during the summer months. Sixty miles west of the city at Rocky Rapids there is large water power available for development. It will be noted with some interest that Edmonton is approximately in the centre of the Province of Alberta from North to South, and that there is yet a vast territory to be developed.



**EDMONTON, DUNVEGAN & BRITISH COLUMBIA  
RAILWAY**

The Edmonton, Dunvegan & British Columbia Railway, extending northwestward from Edmonton to Grande Prairie (416 miles) with a branch from McLennan to Peace River (50 miles) is now being operated by the Canadian Pacific Railway. Some of the most fertile sections of the great Peace River district are thus rendered accessible.

**CALGARY TO LETHBRIDGE: 126 miles; and MACLEOD  
108 miles**

*(For Map, see page 61)*

**Calgary**  
**Midnapore**  
**Okotoks**  
**Aldersyde**  
**Blackie**  
**Kirkcaldy**  
**Carmangay**  
**Nobleford**  
**Kipp**  
**Lethbridge**

From Calgary an important branch line runs south to Lethbridge through a very prosperous agricultural country. Midnapore is the site of a well-known orphanage founded by Father Lacombe, one of the most famous pioneers of the West. West of Okotoks, in the Turner Valley, is the Dingman oil field, which has been producing a high grade gasoline since 1916 and where large natural gas deposits abound. The towns in this region are well-developed and flourishing. East of Kirkcaldy and Blackie there is

some particularly good country. Nobleford is the home of one of the largest individual farming organizations in Canada, owning and operating upward of 30,000 acres of land. It was on this farm that a measured tract of land of one thousand acres produced in 1916 an average of 54¼ bushels of Marquis wheat to the acre, and on a tract of 1075 acres in 1915 produced an average of 126 bushels of Banner oats to the acre. At Kipp we meet the Crow's Nest Pass line (*see page 58*) and in a few minutes are in Lethbridge.

**Aldersyde**  
**High River**  
**Nanton**  
**Stavely**  
**Claresholm**  
**Macleod**

From Aldersyde a branch runs direct to Macleod, through an old settled country running right back to the foothills of the Rocky Mountains, which, for a considerable part of the journey, are plainly visible on the western horizon. This region is a great grain and stock country, famous for many years back as the location of some celebrated ranches, of which the "Bar U", near High River, is probably the largest. H.R.H. the Prince of Wales owns a ranch near the Bar U. The country is a beautiful one, and in the Highwood River district there is a well-known sporting ranch, the "T.S." In the foothills are large coal measures and indications of iron ore deposits. Many very valuable clay deposits are found, and also a first class building stone. At Macleod we join the Crow's Nest Pass line (*see page 58*).



The T. S. Ranch House, near High River.

## SOUTHERN BRITISH COLUMBIA ROUTE

### THE KETTLE VALLEY RAILWAY, HOPE TO MIDWAY: 296 miles

(For Map, see page 49)

*Altitudes shown in feet*

In addition to the main line, the traveller has an alternative route through the mountains—that, namely, through the Lake region of Southern British Columbia. This route comprises first the Kettle Valley Railway as far as Midway, thence the Canadian Pacific through the Crow's Nest Pass. The interesting and varied characteristics and resources of the country traversed claim the attention of the traveller, whether sportsman in search of hunting grounds, fisherman longing for the haunts of the speckled trout, sturdy miner, weary business man, hardy woodsman, fruit grower, or artistic temperament who delights in the marvellous scenic attractions of the Kettle Valley line. The "Coast Kootenay Limited" operates as a through train from Vancouver to Nelson.

|                   |      |
|-------------------|------|
| <b>Vancouver</b>  |      |
| <b>Hope</b>       | 150  |
| <b>Jessica</b>    | 1307 |
| <b>Portia</b>     | 1917 |
| <b>Coquihalla</b> | 3652 |
| <b>Brodie</b>     | 3022 |

The through train follows the Canadian Pacific route along the Fraser River for some 89 miles as far as Hope. Here it crosses the river on a half-million dollar steel bridge to the metals of the Kettle Valley line. The route we follow is the Coquihalla Pass through the Cascade

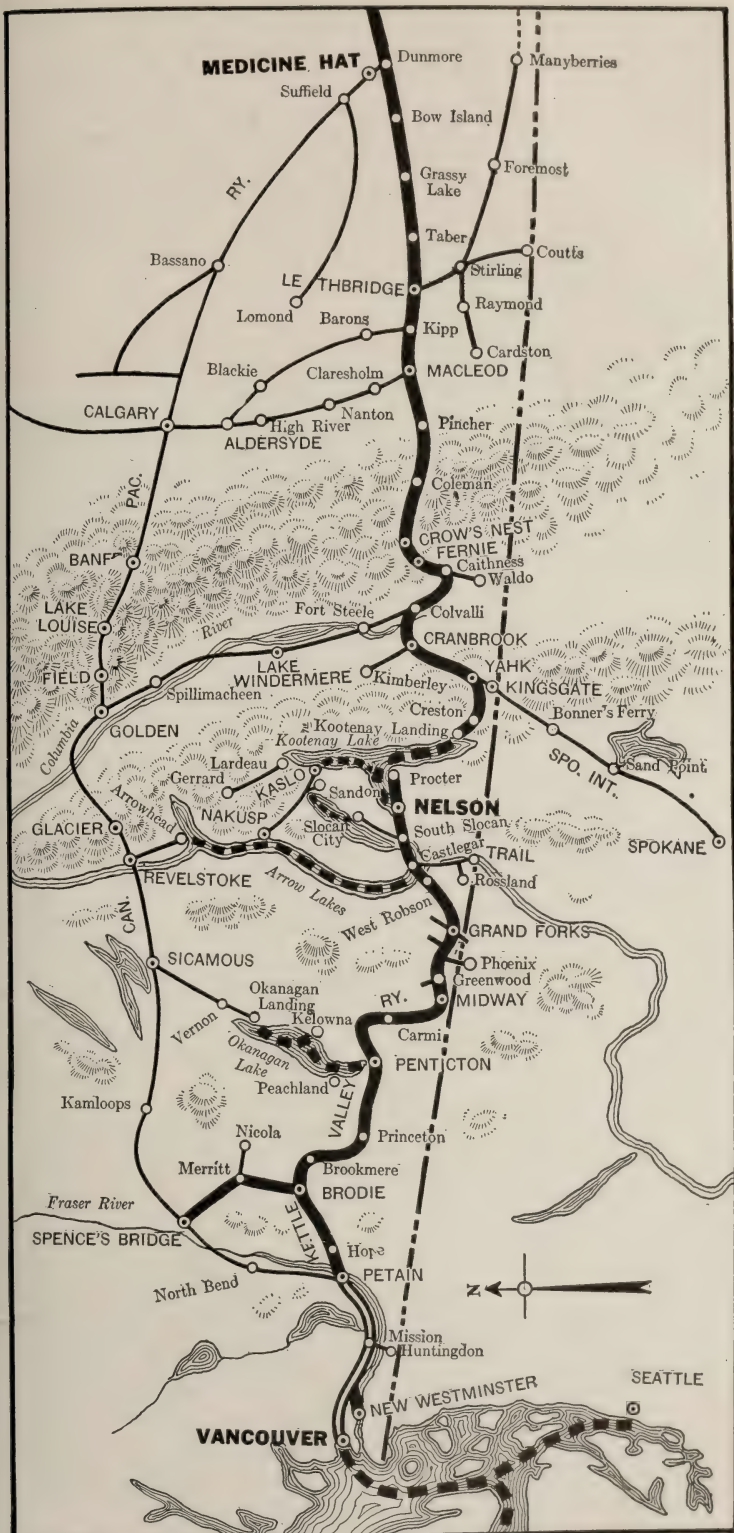
Mountains, following up the Coquihalla River and climbing somewhat abruptly. The scenery is characterized by rugged grandeur; vegetation disappears, and the solid rock crags and peaks stand out in prominence as if defying the hand of man. But typifying the supremacy of technical skill, the roadbed, as it follows up the gorge, is hewn out of solid rock. Here on a shelf on the mountain side, or there piercing a jutting promontory with a tunnel, it pursues its onward way. One of the crowning engineering achievements of the line will be seen at Othello, the "Quintette Tunnels". Just before this station are located five tunnels in such perfect alignment that a view is obtained through all five of them at once. At the portal of each tunnel the walls rise sheer for hundreds of feet, while the gap to the next tunnel is bridged by a steel span. Underneath, the Coquihalla River, now a raging torrent, zigzags its way between each of the tunnels. Coquihalla Lake is a gem of the mountains, its waters teeming with trout.

From Brodie a branch line of the Kettle Valley Railway, 65 miles in length, runs to Spence's Bridge, on the main line of the Canadian Pacific Railway. (See page 20). The route is through a prosperous agricultural and mining district. From this branch, another, 7 miles long, runs from Merritt to Nicola.



Quintette Tunnels, Coquihalla Canyon





--- Indicates Double Track

## VANCOUVER TO MEDICINE HAT Via Kettle Valley Railway and Crow's Nest Pass

|                  |      |  |
|------------------|------|--|
| <b>Brookmere</b> | 3220 | Leaving Brodie, which is situated on the   |
| <b>Tulameen</b>  | 2941 | Coldwater River, we ascend to Brookmere,   |
| <b>Coalmont</b>  | 2574 | and then descend again through the Otter   |
| <b>Princeton</b> | 2111 | Valley, a rich agricultural district where |

meadows and fields form a pleasant contrast to the mountain background. Otter Lake is one of the most beautiful of British Columbia's many inland bodies of water, and abounds with fish. Passing on along the Tulameen River we reach Coalmont, at the junction of Granite Creek, which was the scene of much activity in placer mining in the early days. In this locality are deposits in more or less degree of almost every known mineral. From here the descent is made to Princeton, a thriving little city at the Tulameen and Similkameen Valleys. Extensive coal fields are operated here.



Okanagan Lake

Fourteen miles to the south is the famous Copper Mountain mining district, to which a branch line runs from Princeton.

|                        |      |                                      |
|------------------------|------|--------------------------------------|
| <b>Jura</b>            | 3065 | Following along a timbered belt for  |
| <b>Osprey Lake</b>     | 3606 | some fifteen miles, past a fertile   |
| <b>Kirton</b>          | 2999 | agricultural district near Jura, the |
| <b>West Summerland</b> | 1729 | ascent is made to Osprey Lake,       |

where the fisherman will find his pursuit well repaid. Then we follow up Trout Creek through a picturesque canyon. From here we begin to descend towards the Okanagan Valley, skirting first the edge of the West Summerland Valley. A view of the Okanagan Valley; "the California of Canada", suddenly bursts into sight, the placid Okanagan Lake with Lake Skaha to the south, and between them Penticton. Bordering the lake beautiful homes surrounded by orchards reach to the mountain background.

|                  |      |   |
|------------------|------|---|
| <b>Penticton</b> | 1132 | Penticton ( <i>population 4,000</i> ), with its mild even climate, never excessively hot or cold, beckons one to forget care and become a child again among its fruits and flowers. Just across the street from the station is the Incola Hotel, operated by the Kettle Valley Railway, a finely appointed hostelry. The dining room has in store a pleasant surprise—eggs, butter, cream, vegetables |
|------------------|------|---|



Incola Hotel, Penticton



and fruit fresh daily from the railway's experimental farm. Facing the hotel and just across the Lake Shore Drive is the bathing beach, a most delightful fresh water beach, where bathing may be enjoyed from early spring until late autumn. The beach of pure sand slopes gradually out for several hundred feet. The Aquatic Club building is adjacent, and its privileges are available to visitors. Excellent motor roads radiate in all directions, and drives may be taken along the Lake Shore Drive to Summerland and Peachland, among the orchards, where in proper season luscious peaches, pears, apricots, apples and grapes may be gathered. To the south, around Lake Skaha, a magnificent view of the surrounding country is obtained, on past Swan Lake to the international boundary, or to the westward over a mountain pass to the Similkameen Valley, the roads over the mountains being almost the equal of a city boulevard. Near at hand from the Incola Hotel is a nine-hole golf course. Fishing for silverside trout is good in both the Okanagan and Skaha Lakes, nearly all the year around, and mountain trout are found in abundance in any of the numerous streams flowing into the lake. In a two hours' journey by train up the east side of the lake, those who are fond of deer hunting will find splendid sport in proper season. The Okanagan Valley is becoming every year more and more of a popular summer resort, especially with the people from the neighboring prairie country, and Penticton has a growing tourist business.

Penticton is the southern terminus of the Canadian Pacific Railway steamers on Okanagan Lake. (See page 22). A delightful trip up the lake and return the same day may be taken on the palatial steamers "Okanagan" or "Sicamous".

|                   |      |  |
|-------------------|------|--|
| <b>Glen Fir</b>   | 2592 | Leaving Penticton, we begin to climb     |
| <b>Adra</b>       | 3208 | again, passing along the shores of Chute |
| <b>Chute Lake</b> | 3911 | Lake. A very interesting section of this |

line is the Canyon Creek loops, which present some novel engineering feats and some magnificent scenery. Through the rugged rock walls at the entrance to the canyon is seen a glimpse of the fertile valley below.

|                   |      |   |
|-------------------|------|---|
| <b>McCulloch</b>  | 4144 | We can here take a last look backward.      |
| <b>Carmi</b>      | 2192 | The Kelowna Valley is seen in the distance, |
| <b>Westbridge</b> | 2070 | a panorama beautiful beyond                 |
| <b>Rock Creek</b> | 1994 | comparison, the orchard tracts reaching     |
| <b>Midway</b>     | 1914 | from the shores of the Okanagan Lake        |

to the foothills of the mountains, the

blossoms of fruit trees mingling with the verdant green of the mountain side. McCulloch is the summit. Within a mile and a half of this point are seven lakes, all of them abounding with trout. Bear hunting is good in this locality, also goat hunting in season. At Carmi there is considerable development in gold and silver mining. Passing through a rich agricultural district where fruit and grain is extensively grown, we reach Midway, the terminus of the Kettle Valley Railway, whence our train continues over Canadian Pacific metals.



Through the Boundary Country

**MIDWAY TO NELSON: 126 miles***(For Map, see page 49)**Altitudes shown in feet*

**Greenwood** 2464 From Midway Boundary Creek is followed to Greenwood. Greenwood is another prosperous mining town. The entire district is highly mineralized with gold, silver and copper, many different mines and aerial tramways being in view. From Eholt a branch extends to the various mines at Phoenix and its vicinity, properties which, though not working at present, have in the past yielded enormous profits. From here to Grand Forks the line follows the north fork of the Kettle River. The surrounding country is magnificent; towering mountains alternate with charming vistas of small lakes, ranches and the river. Far below the north fork branch of the Kettle Valley Railway follows the river windings to the timber and mining districts at Lynch Creek. Grand Forks (*population 2000*) is the business centre of the region; it is a well-built modern town on the bank of the Kettle River, with large copper smelting, lumbering and fruit-growing interests.

**Cascade** 1587 At Cascade we are so close to the United States boundary that it is actually within sight. The falls of the Kettle River, just west of the station, are the source of much electric power development. At Gilpin the orchard district of the Kettle

Valley, which extends some distance beyond Grand Forks, is entered.

Leaving Cascade the line runs in sight of Christina Lake, a beautiful and placid expanse of water that affords excellent bass fishing and is the site of many summer homes. There is scarcely any more beautiful fifty miles of travelling in

**Arrow Lakes Steamer**

North America than this section through which we are passing. Farron is the summit of the range. Through Bull Dog Tunnel the line passes under the summit west of Columbia River; but when we emerge at the east portal the character of the landscape has undergone an entire change. The railway descends in full view of the Columbia River for twenty-three miles, on a 2.2 grade. At West Robson connection is made with the Arrow Lake steamers to Arrowhead and Revelstoke (*see page 25*). At Castlegar the Columbia River is crossed by a steel bridge.

From Castlegar a branch leads south to Trail (20 miles) and Rossland (32 miles). These points are located in the heart of the copper-gold belt of British Columbia. At Trail are the great smelting and refining works of the Consolidated Mining and Smelting Company, which is the largest in Canada. This smelter treats gold, silver, lead, zinc, and copper ores, and turns out these metals in a refined state ready for the market. At Rossland the mines have reached a high state of development, workings being down 3000 feet, and one company has 25 miles of underground electric railway. This "Boundary country" is one of the most prosperous mining regions of the whole of Canada.



**Brilliant** 1478 From here on the orchard country is  
**South Slokan** 1637 passed, in full view from the train. At  
**Bonnington** 1658 Brilliant is a very interesting settle-  
ment of Doukhobors, an intensely re-  
ligious Russian sect who live strictly on communistic lines.

The settle-  
ment num-  
bers about  
five thous-  
and, and  
the excel-  
lent phys-  
ical condi-  
tion of their  
lands shows  
them to be  
an intelli-  
gent agri-  
cultural  
people. The  
picturesque  
dress of  
the women  
working in  
the fields



Kaslo

always attracts the traveller's attention. The railway now par-  
allels the Kootenay River. At South Slokan is situated "The  
Pool", one of the most celebrated fishing grounds in Canada, and  
the home of a particularly sporting variety of rainbow  
trout. From South Slokan a branch runs up to Slokan Lake  
(see page 54). At Bonnington there is a splendid view of the  
awe-inspiring waterfalls of the Kootenay River.

**Nelson** 1781 Nelson, with a population of 8000, and charm-  
ing, situated on a commanding eminence  
overlooking the West Arm, is the commercial centre of the Koot-  
enay district, and practically of the entire Southern British  
Columbia region. At the convergence of lake and rail systems,  
it is an attractive city in which life passes very pleasantly.  
The people of Nelson say, in fact, that God practised first on  
Switzerland before making British Columbia, and compare the  
location of their city to Lucerne. Nelson is the centre of the  
"Boundary" mining district; immediately behind it is a won-  
derful mountain in which is located the famous "Silver King"

mine from  
which over  
ten million  
dollars of  
treasure  
have been  
taken. Nel-  
son has sev-  
eral saw-  
mills that  
supply the  
prairies  
and is the  
market  
place for a  
very large  
fruit region.  
In the  
neighbor-



Nelson

hood are hot spring, glaciers, great cataracts, and fishing lodges,  
within easy reach is excellent trout-fishing.

*Through Journey to Medicine Hat continued on page 55.*

**NELSON TO KASLO: 54 miles**

**Nelson**  
**Procter**  
**Ainsworth**  
**Kaslo**

From Nelson a Canadian Pacific steamer service runs daily (except Sunday) up Kootenay Lake to the prosperous mining and fruit-farming district of Kaslo. Leaving Nelson in the afternoon the route is back along the West Arm of the Lake to Procter, and then north. The lake affords magnificent scenery — on one hand soft and rounded landscapes, on the other deep canyons, snowcapped and timber-covered mountains, and glaciers. On the west side of the lake are the Selkirks, the highest peak of which, Mount Loki, is near Kaslo, and on the east side is the Purcell Range.

Ainsworth is a mining camp, the oldest in West Kootenay. Across the lake lies the famous Blue Bell mine. It is an interesting sight to see the crushed ore being floated down the lake to the smelter, most of it in this district being sent to Trail. Kaslo, as the central point of the north end of the lake, is the chief distributing point and residential centre for the surrounding mining districts. It is a charming spot that is rapidly coming to the front as a holiday resort for prairie people. Good boating, swimming and fishing are to be obtained. A fairly large amount of fruit is raised around Kaslo, the Kaslo cherries being celebrated.



Trail Smelter

**Kaslo**  
**Lardeau**  
**Gerrard**

From Kaslo an extension of the steamer service runs up the Lake to Lardeau (19 miles), near the northern end, on a weekly service. From Lardeau there is a rail service (33 miles) to Gerrard, at the south end of Trout Lake.

**KASLO TO NAKUSP: 66 miles**

**Kaslo**  
**Sandon**  
**Rosebery**  
**Nakusp**

From Kaslo a branch line runs to Nakusp, on Arrow Lake (*see page 25*). Striking through the deeply-eroded gorge of the Kaslo river, the line brings the traveller to Sandon, on a spur line from Parapet. Sandon is one of the most celebrated mining camps in British Columbia, as well as one of the steepest. All this country is a great silver-lead territory. From Sandon the railway runs to Rosebery, on the northern shore of Slocan Lake, and thence over a fairly considerable grade to Nakusp.

**NELSON TO ROSEBERY: 65 miles**

**Nelson**  
**South Slocan**  
**Slocan City**  
**Silverton**  
**New Denver**  
**Rosebery**

From South Slocan a branch runs up to Slocan City, at the lower end of beautiful Slocan Lake, a smaller brother of Kootenay Lake. From here a Canadian Pacific steamer can be taken up the lake to Rosebery. Silverton is a mining camp with a large silver-lead output. New Denver is more of a residential town, facing a glacier of considerable size and with charming orchards, flowers and gardens. At Rosebery the railway line from Kaslo to Nakusp is joined.



**NELSON TO MEDICINE HAT: 466 miles***(For Map, see page 49)**Altitudes shown in feet*

**Nelson** 1781 Resuming the through journey  
**Kootenay Landing** 1768 from Nelson, we take a Canadian  
 Pacific lake steamer for a journey

across Kootenay Lake for Kootenay Landing. Our course first of all is down the West Arm, a narrow sheet of water running in a north-easterly direction. Passing Procter, a popular summer resort that is also connected with Nelson by rail, we turn into the Lake proper. Kootenay Lake is a beautiful lake between two separate ranges

of the Selkirks and runs about seventy miles almost due north and south. On either side, the gigantic mountains, dipping sometimes steeply into the water, at other times gliding as they

**An Architectural Bridge, Spokane**

meet the lake into little ledges of fertile land, afford most magnificent scenery. The steamer trip occupies about four hours, with calls at a number of small settlements en route. At Kootenay Landing we change to the waiting train that will bear us eastward through the Crow's Nest Pass.

**Sirdar** 1802 Leaving the lake behind, the well-known  
**Creston** 1983 fruit district of the Creston Valley is entered. This is a famous strawberry and  
**Erickson** 2106 apple-producing region, orchards having  
**Yahk** 2817 already been planted capable of producing

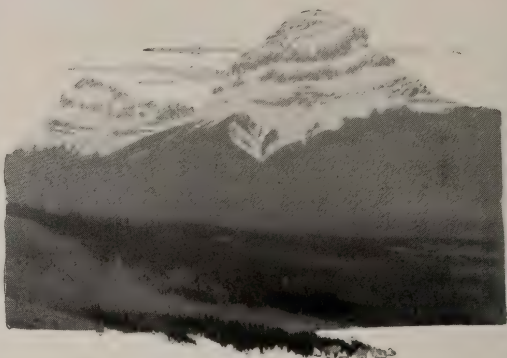
500 cars annually. An important undertaking at Creston is the Kootenay Flats reclamation project, which involves the reclaiming of some 77,000 acres of rich delta land in British Columbia and Idaho from the flood waters of the Kootenay River. Plans for the carrying out of the scheme are now engaging the attention of the governments concerned. We are now climbing towards the summit of the Selkirks. Crossing the gorge of the Goat River Canyon, through which the river flows in a raging torrent 165 feet below the railway bridge, we follow Kid Creek. Near here are great iron deposits and large tracts of timber. Next the railway penetrates a thickly wooded, heavily-timbered country.

From Yahk a short branch runs south to Kingsgate, on the international boundary between British Columbia and the State of Idaho. From the latter point the system of the Spokane International Railway runs to Spokane, a distance of 151 miles. The route is along the picturesque Moyie River, the Kootenay River, and the Pend Oreille River through the beautifully located towns of Bonner's Ferry and Sand Point. This is an important lumbering, mining, dairying and fruit-growing district. Spokane (population 125,000) is the metropolis of the eastern part of the State of Washington, and affords access to points in the United States in all directions. A through service is maintained between Spokane and Calgary.

**Moyie** 3045 We take a winding course along Moyie Lake,  
**Cranbrook** 3013 a beautiful sheet of water ten miles long.

The town is situated at the southern end, near which are the St. Eugene group of mines.

Cranbrook (population 4000) is charmingly situated in a hill-girt valley, surrounded by a dense forest growth, and overlooked by the white tipped peak of Baker. It is the centre of trade for the mining interests of the locality as well as for the rapidly growing ranch-



Crow's Nest Mountain

ing industry. In the lateral valleys are fine agricultural lands that are rapidly attracting settlers. Cranbrook is the principal lumber manufacturing point of East Kootenay.

From Cranbrook a branch runs to Marysville and Kimberley (19 miles). At Kimberley is the Sullivan Mine, said to be the greatest known deposit of silver-lead-zinc in the world, with \$350,000,000 worth of ore blocked out. At Wycliffe is one of the largest lumbering enterprises in interior British Columbia.

|                  |      |  |
|------------------|------|--|
| <b>Wardner</b>   | 2484 | For a while we now follow the west bank of |
| <b>Colvalli</b>  | 2652 | the Kootenay River, past Saunders Peak,    |
| <b>Caithness</b> | 2847 | Mount Fisher, the Steeples, and Sand Creek |

Range. This river, which is here nearly 800 feet wide, flows south into Idaho, but returns to pour its flood into Kootenay Lake. At Wardner we cross it by a magnificent truss bridge with a swing span to allow of the passage of steamers.

Colvalli is the junction point for the Lake Windermere branch to Golden on the main line (see page 31). From Caithness a shore branch extends to Waldo (10 miles).

|               |      |   |
|---------------|------|---|
| <b>Elko</b>   | 3082 | The Elk River Canyon, extending several miles |
| <b>Fernie</b> | 3306 | and witnessing a 600 foot water drop, is      |

wild and beautiful. Tobacco Plains, to the south is a fertile country which is attracting settlement. We cross the Elk River, pass Morrissey Creek, and traverse thickly-timbered woods, fir, tamarac and cedar growing in large quantities.

Fernie (population 4000) is a thriving mining town with an output of about a million tons. It has some seven hundred coke ovens in operation. The town is the wholesale distributing and outfitting centre for a large district and one of the more important points on the splendid government highway from Alberta to the international boundary.

|                    |      |   |
|--------------------|------|---|
| <b>Natal</b>       | 3775 | Michel is the junction of Michel Creek  |
| <b>Michel</b>      | 3861 | with the Elk River. As the train swings |
| <b>Crow's Nest</b> | 4444 | off to the east, huge rugged mountains  |

appear on either side, and coal outcroppings also. It threads its way along the steep side of the mountain. Then comes the "Loop", where the line makes some amazing turns and twists, doubling back to within a stone's throw of itself at a higher level. Three miles are covered to make this distance of less than 200 feet. Passing Summit Lake, we are at the summit of the Rockies and on the boundary between British Columbia and Alberta.



Looking to the north-east, the first view of Crow's Nest Mountain (9138 feet) is obtained. This circular monolith, its base deeply tinted in purple and green, its crown capped in a dazzling mass of snow and ice, dominates the entire region.



Mining, Crow's Nest Pass

Various reasons have been advanced for the origin of the name "Crow's Nest", but the soundest is apparently that it commemorates a massacre of the Crow Indians by the Blackfeet Indians in the later part of last century, on the spot now covered by the Frank Slide.

Ten miles before we reach Crow's Nest station, which is the end of the British Columbia operating district of the railway, we pass Crows nest Lake (*altitude 4390 feet*), a beautiful sheet of water often called the birthplace of the prairie winds, although the frequent calmness of the lake rather belies that description.

|                  |      |  |
|------------------|------|--|
| <b>Coleman</b>   | 4305 | Coal underlies a large portion of this region, |
| <b>Blairmore</b> | 4228 | and is seen outcropping in many places.        |
| <b>Frank</b>     | 4205 | Mines are in operation at several points, the  |
| <b>Hillcrest</b> | 4114 | Crow's Nest Pass district being a very large   |

producing one. The mountains rise in great masses on either side, entrance being gained by a narrow defile beside Turtle Mountain. Blairmore (*population 1800*) is a prosperous mining community, and Frank is another. The latter was the scene in 1903 of a terrible catastrophe that is still well-remembered—the "Frank Slide", when part of the mountain slid down and wiped out the town. Some of the debris can still be seen. The present town is situated some distance from the old one. Hillcrest is yet another mining town.

|                |      |   |
|----------------|------|---|
| <b>Cowley</b>  | 3834 | Near Cowley is Massacre Butte, commemorat-  |
| <b>Pincher</b> | 3764 | ing a tragic episode of the pioneering days |

when the settler's life was harassed by hostile Indians. Four miles east of Pincher, Pincher Creek is crossed by a long bridge; in a valley to the right is an Indian Industrial School. Looking backward, the Rockies are almost continually in view, rising sharp and clear out of the western horizon, while in the intervening country is a panorama of undulating plain. The numerous streams are full of trout,



Lethbridge Viaduct



Lethbridge

while farther on in the mountains the more venturesome sportsman can gratify his ambition amongst the grizzly and black bear, elk, mountain sheep and mountain goat.

The railway passes to the south of the Porcupine Hills, between which and the Livingstone range of the Rockies there is an ideal farming country. Still descending, we reach Macleod.

**Macleod 3109** Macleod (*population 2000*) was one of the pioneer settlements of the south and the headquarters for this territory of the famous Royal Northwest Mounted Police (now merged with the Royal Canadian Mounted Police). It is a prosperous town in a big wheat growing territory, and is a coal and lumber distribution point. Irrigation projects are contemplated in the district south of it.

From Macleod a branch runs north to Calgary via High River (see page 47).

**Monarch 3097** Monarch, another old trading post, affords on  
**Kipp 3053** a clear day a view of the Rockies, the square-topped giant to the south, almost fifty miles away, being the "Chief", which lies partly in Canada and partly in the United States. Kipp, at the confluence of the Lethbridge and St. Mary's River, is an old trading point that was the scene of many a conflict between the Indians and the early white traders.

From Kipp a line runs north to Calgary, via Carmangay. (See page 47).

West of Lethbridge there has been completed by the Canadian Pacific Railway one of the most gigantic engineering works in Canada. This is the bridging of the Lethbridge and Old Man Rivers by two immense steel viaducts, one 5325 feet in length with a maximum height above the river of 314 feet, and the other 199 feet in length, with a height above the river of 145 feet. The cost of these works exceeded two million dollars. Nearly 650 cars were required to transport the steel used in the construction of these viaducts.

**Lethbridge 2976** (*Population 14,500*), is an important commercial city with five parks (one of which faces the station), electric light and power, and splendid buildings. Situated on the Old Man River, it is a Canadian Pacific divisional and junction point. It is a prosperous wholesale as well as an agricultural centre. The city has seven coal mines within five miles, producing a high grade lignite coal that has a market extending as far east as Winnipeg. Two of these, the Galt Mines, operated by the Canadian Pacific, are right at the city limits. The industries of Lethbridge include flour milling and the manufacture of macaroni, while the wool shipments are larger than those of any other point in Canada. A Dominion Experimental Farm is located here for dry and irrigated farming experiments.



## LETHBRIDGE TO COUTTS AND MANYBERRIES: 104 miles

*(For map, see page 49).*

**Lethbridge** From Lethbridge a branch runs south to the International Boundary to Coutts, through the irrigated area and a fine ranching and stock country. At Stirling a branch runs west to Cardston (66 miles from Lethbridge), passing through a very fully developed agricultural country which was at one time a large producer of sugar beets. This territory is settled to some extent by the Mormons, who have very large agricultural interests and carry on an extensive cattle raising business.

**Stirling** From Stirling we turn east along the branch that will eventually connect Lethbridge with Weyburn and the Southern Saskatchewan line (see page 66). South of Foremost a very heavy producing gas well was brought in some years ago, and is now capped awaiting development. There are several large lakes in this territory, the biggest being Pakowki Lake. It is a somewhat irregular country with large "coulees", such as Etzikom Coulee. The country is still in process of settlement, but the towns are building up as business develops.

**Coaldale** 2821 The Canadian Pacific Railway owns an  
**Taber** 2663 irrigation block of some 120,000 acres  
**Grassy Lake** 2644 in the Lethbridge territory, settled  
**Burdett** 2568 largely with American farmers, who have made it one of the most prosperous agricultural communities of Western Canada. Improved farms in this locality have changed hands at \$150.00 and upwards per acre. It is a great alfalfa growing district, and the beautiful table-land area around Coaldale will be especially noticed. Farmers living outside the irrigation area are bringing about an extension of the canals to cover many thousands more acres, and the time is not far distant when all this south country that is capable of irrigation will be served by the ditch.

**Bow Island** 2612 North of Bow Island is a great natural  
**Dunmore** 2399 gas area, from which the city of Calgary  
**Medicine Hat** 2181 and other communities en route are supplied with gas through a pipe line some 170 miles in length. In this field there are wells producing from one and a quarter million to twenty-nine million cubic feet of gas per day. Gas has also been found and is being drilled for at Barnwell, 35 miles farther on, and at Monarch, beyond Lethbridge. At Dunmore we reach the main line of the Canadian Pacific Railway, and thence double back seven miles to Medicine Hat.

*(For description of main route east of Medicine Hat see page 60)*

Irrigating in Southern Alberta.



Canadian Pacific Supply Farm, Strathmore

## CALGARY TO WINNIPEG: 832 miles

(For Map, see page 61)

**Calgary** Resuming the eastward transcontinental journey,  
**Ogden** from Calgary onward we leave the foothill country  
**Shepard** and are on the prairies proper. From here to  
**Langdon** Winnipeg we will travel across them continuously.

This vast region of the prairies forms a mammoth agricultural area of almost limitless possibilities. The three provinces of Manitoba, Saskatchewan and Alberta contain a land area of 466,000,000 acres. Of this amount, the conservative estimate has been made that at least 200,000,000 acres are first-class agricultural land that will raise the finest of crops. At the present time, less than 35,000,000 acres are actually under cultivation, and the population of this vast area is only roughly a million and three-quarters. Of the remaining 165,000,000 odd acres of available good farming land, considerably over 30,000,000 acres are within a radius of fifteen miles of existing railroads. From here, too, we shall steadily descend until at Winnipeg we are over 2,600 feet lower than at Calgary.

Leaving Calgary, we pass a huge flour mill under construction, a cement plant, a packing-house, stock yards, and other industries, and cross first the Elbow River, and then the Bow River. At Ogden, on the north side of the track, are the large construction and repair shops of the Canadian Pacific, the Ogden Shops.

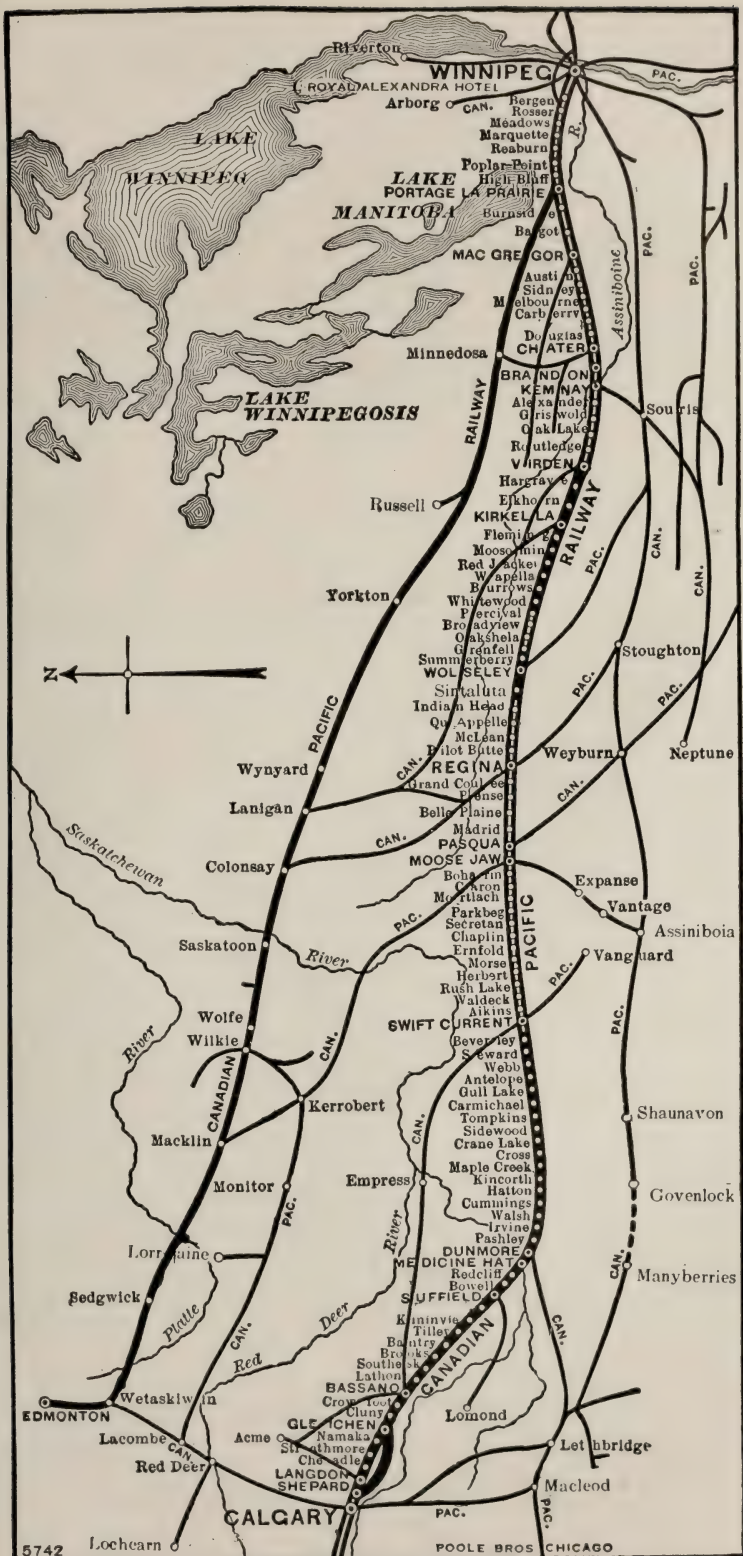
From Shepard to Gleichen there are two lines, one running to the south and touching the well-developed farming points of Strangmuir, Carseland and Dalemead, the other, the old main line through Namaka and Strathmore.

From Langdon a branch line runs north through the Irrigation Block to Acme, whence it is being constructed into the Drumheller coal fields. From Irricana, about 25 miles up this line, a branch runs south-easterly to Bassano (see page 62).

**Strathmore** We now enter the three million acre Irrigation  
**Namaka** Block of the Canadian Pacific, extending almost  
to Alderson, a distance of over 140 miles. This

is the largest individual irrigation project on the continent, and is divided into three sections. Work was completed about ten years ago on the western section, and the greater part of the land in that area has been settled. The eastern section, extending from Bassano to Alderson, is almost entirely completed, and is now being settled. From Calgary for several miles eastward the line traverses the Western Section, and the canals and ditches are crossed at several points. Irrigated farms are seen on each side of the track. Strathmore is the headquarters of the western section of the Irrigation Block. It has a large Canadian Pacific Supply Farm which supplies, from its own production and by purchase from surrounding farmers, the western dining car system and hotels of the company with





Indicates Double Track  
**CALGARY TO WINNIPEG**



Bassano Dam

cream, butter, eggs, poultry, vegetables and other commodities.

There is not the same necessity for irrigation in this region as there is in most "dry" regions of the United States, but the advantage of irrigation to Southern Alberta is that it increases the crop yield and ensures a crop every year. The growing of many profitable crops not ordinarily raised in this region, such as that very paying fodder crop alfalfa, is also made possible by the use of irrigation.

**Gleichen** Near Gleichen is a large reservation occupied by the Blackfoot Indians, some of whom are frequently seen about the station. There is an Indian hospital and school here. The Dominion

Government is spending large sums of money to see that its red wards are well cared for, and is assisting them to enter agriculture and other peaceful pursuits. **Cluny** has a large nursery for supplying trees to prairie farmers. At **Crowfoot** again are many Indians. We can get here what will be almost our last glimpse of the Rockies—a magnificent line of snowy peaks extending far along the southern and western horizon.

**Bassano** At Bassano we are in the Eastern Section of the **Lathom** Irrigation Block. The source for the water used in this section is the great Horseshoe Bend Dam, three miles from the town in the Bow River. By means of the dam, the ordinary water level at the site is raised 45 feet, so that the waters flowing from the far distant eastern slope of the Rocky Mountains are diverted through a total length of 2,500 miles of canals and distributing ditches, over about 1800 square miles of fertile prairie country, irrigating approximately one-third of that amount. Altogether the structure has a total length of nearly 7000 feet, being made up of two main parts—a reinforced concrete spillway, 720 feet in length, with 24 electrically-operated gates, which permit of the free passage of the river at highest flood, and a concrete-faced earthen portion of a maximum height and width of 45 and 350 feet respectively. Leading from one end of the spillway is the main canal, 90 feet wide, capable of discharging 3800 cubic feet of water per second at a depth of eleven feet, through headgates which form an integral part of the main structure.

From Bassano a branch runs west and north through the western section of the Irrigation Block, joining at Irricana a branch running north from Langdon, on the main line, to Beiseker and Acme (see page 60).

#### BASSANO TO EMPRESS AND SWIFT CURRENT: 236 miles

**Bassano** From Bassano a branch runs east and then south as a  
**Rosemary** cut-off between this point and Swift Current, on the  
**Millicent** main line (see page 64). Traversing first the Irrigation



**Patricia  
Denhart  
Jenner**

Block, we pass within sight of many well-cultivated irrigated farms, which have transformed the dry prairie into a prosperous and highly-producing region. With the advent of a large number of experienced irrigation farmers, this district is rapidly growing in importance. Leaving the Block, we run through a sparsely-settled country. A scheme is now under consideration to use the waters of the Red Deer River to irrigate all the country round Jenner.

**Empress  
Estuary  
Leader  
Prelate  
Sceptre  
Abbey  
Cabri  
Pennant  
Success  
Java  
Swift Current**

Empress is a divisional point that with the building up of the surrounding territory will become an important commercial centre. The railway crosses the South Saskatchewan River here, east of which it is joined by the Red Deer River running northwest and acting during part of its course as the northern boundary of the Irrigation Block. A new branch is under construction from near Prelate in a south-westerly direction towards Medicine Hat. The country through which we pass is a typical prairie one of good promise and excellent settlement, with many growing towns. At Swift Current we rejoin the main line.

**Brooks  
Cassils**

Thirty miles east of Bassano is Brooks, where we pass another very important structure of the Irrigation Block in the Brooks Aqueduct. Here it is necessary to carry water from the reservoir, Lake Newell, across a long flat valley. This is accomplished by a reinforced concrete flume two miles in length and in places over 50 feet high. Its construction marked an interesting departure in the matter of water transportation; it is the first aqueduct in which the hydrostatic catenary, or elastic curve, has been adopted for the shape of the water section. There being insufficient clearance for the flume to cross the railway overhead, the water is carried underneath the track by means of an inverted siphon.

**Bantry  
Tilley  
Kininvie  
Alderson  
Suffield**

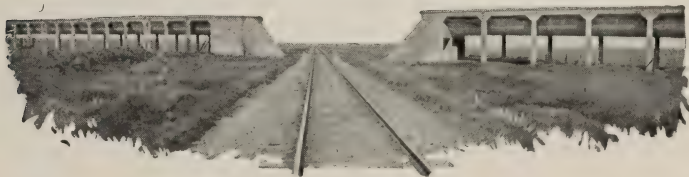
From Tilley on a very clear day the higher peaks of the Rocky Mountains, nearly two hundred miles distant, can be seen. Leaving the Irrigation Block, we cross a fine stock raising country, where some of the largest herds of Galloway cattle in Canada are to be seen. The prairie is here seen to advantage, and before August it is a billowy ocean of grass. Cattle ranches are spread over it, and farms appear at intervals. The entire country is underlaid with two or more beds of good coal, and natural gas is frequently found in boring deep wells. The Bow River occasionally appears to the south.

Leaving the main line at Suffield, a branch turns west to Lomond, skirting in part the Bow River and running through a territory of which a large part is being put under irrigation. The many towns are growing rapidly as settlement comes in to take up the vacant lands.

**Bowell  
Redcliff**

From Redcliff we can obtain a very fine view of the Bow River and of Medicine Hat. Natural gas plays a very important part in the industrial life of Redcliffe as it does of the larger city, glass, steel and other manufactures being established here. Running down the slope we cross the South Saskatchewan River and enter Medicine Hat.

**Medicine Hat** (*Population 12,000, altitude 2181 feet*), is the city that Rudyard Kipling once called "the town that was born lucky, with all hell for its basement." His



Brooks Aqueduct



Medicine Hat

allusion was to the famous natural gas wells. The first well was drilled in 1903; since that date 22 wells have been put down to a depth averaging from 1000 to 1200 feet, and each producing from two to three million cubic feet of gas per day. The rock pressure is about 480 lbs. The area of the gas field, so far as at present defined, is 108 square miles. The gas is used by the many factories of Medicine Hat for power and by the inhabitants for lighting, heating, and producing electric light, its cost being 5 cents per thousand cubic feet for manufacturing purposes and 20 cents per thousand feet for domestic purposes. One of the largest clay products plants in the west is situated at Medicine Hat, which is also a large flour milling centre, its three mills having a capacity of 4700 barrels per day.

From Dunmore the important branch to Lethbridge, the Crow's Nest Pass, Nelson and Vancouver leaves the main line. (See page 59).

**Dunmore**  
**Walsh**  
**Kincorth**  
**Maple Creek**

Climbing again from Medicine Hat, and crossing the Seven Persons and Ross Creeks, we notice the huge clay banks that are being developed, with first-class bricks as the product. Walsh is the last town we pass in Alberta;

we enter the province of Saskatchewan, the greatest wheat-growing province of Canada, which produces over 60 per cent. of the total wheat crop of the Dominion. Maple Creek is a prosperous and well-built town of some 2000 inhabitants, in a good mixed farming district. North of it is a fine grain country, very well-settled, and south, towards the Cypress Hills, are some interesting small irrigation projects.

**Cross**  
**Piapot**  
**Crane Lake**  
**Tompkins**  
**Gull Lake**  
**Seward**

Eastward we travel through what was at one time a purely ranching country but which is to-day rapidly settling with first-class farmers. Many of the small towns have sprung into active existence within the past few years. South are the Cypress Hills, a country valuable because of the commercial timber and extensive

clay deposits which it contains. It is still a great cattle country. The hills increase in height as the range travels westward, until an elevation of 4790 feet is reached. Piapot commemorates the name of an Indian chief who defied the Northwest Mounted Police to move him from his reservation. His tribe numbered several hundreds. Two policemen were sent—and suffice it to say the Indians moved as per schedule! Gull Lake was at one time the jumping-off place for the south country, but this traffic is now handled by the branch line from Moose Jaw to Govenlock. Entering Swift Current we meet the branch that serves as a cut-off from Bassano (see page 62).

**Swift Current** (*Population 4500, altitude 2432 feet*), is situated on a pretty stream, which, although in summer somewhat shallow, is a very turbid body of water when



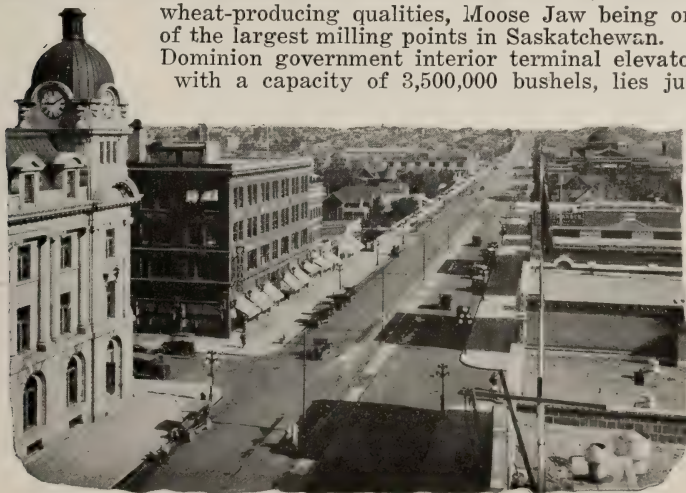
the spring freshets are coming down. This is the end of the Alberta District of the railway, and the beginning of the Saskatchewan District. The city is an important one, with a large distributing area for merchandise, reaching practically to the international boundary. Around it is a rich farming territory. A government meteorological station is located here.

From Swift Current a short branch runs south and east, reaching Blumenhoff, Neville and Vanguard. A new branch line is under construction easterly from Wymark. Originally a ranching territory, this area is now becoming settled, with grain farms and large herds of dairy and beef stock.

**Rush Lake**  
**Herbert**  
**Chaplin**  
**Morse**  
**Caron**  
**Parkbeg**

Leaving Swift Current, we wind around an unusually large roll in the prairie formation. The prairie here is very undulating, and at times a magnificent vista of level plain opens to the eye, with thousands of acres of good arable land, both cultivated and uncultivated. Rush Lake is a hunter's paradise; there are literally millions of ducks in its great lake and marshes during the breeding and shooting seasons. Herbert and Morse are growing towns with large tributary agricultural districts to serve. Caron supplies Moose Jaw with part of its water supply. We pass through a somewhat varied country where settlement has not yet spread itself over all the available lands. Old buffalo trails can be plainly seen, scarred and pitted on the prairie by their "wallows". In the late eighties and early nineties great piles of buffalo bones were stacked up, adjacent to the railway, for transportation to the towns to be made into fertilizer. Practically the only remainder of the huge herds of buffalo that roamed the prairies fifty years ago are at Banff and Wainwright, in government enclosures.

**Moose Jaw** (*Population 25,000, altitude 1779 feet*). Moose Jaw is the centre of a rich wheat-growing district, and an important divisional point. Its unusual name is a contraction of an Indian word meaning "The-creek-where-the-white-man-mended-the-cart-with-a-moose-jaw-bone"—an illuminating sidelight on an episode of pioneering days. The city is situated in a fine agricultural country extending from the elbow of the Saskatchewan on the north to the Dirt Hills on the south. The finest stockyards on the line between Winnipeg and the coast are located here. Mills and elevators indicate the district's wheat-producing qualities, Moose Jaw being one of the largest milling points in Saskatchewan. A Dominion government interior terminal elevator, with a capacity of 3,500,000 bushels, lies just



Moose Jaw

west of the city. The city is an important wholesale centre, and has cheap electric power. A new station is under construction to handle the increasing business at this point.

#### MOOSE JAW TO GOVENLOCK: 263 miles

**Moose Jaw** From Moose Jaw a branch runs south-westerly towards the international boundary to Assiniboia, and then turns abruptly to the west. The region through which we pass is settling up fast, and is already a heavy-producing one. Near Expanse is Lake Johnson, home of thousands of wild duck and the Mecca of the sportsman every fall. Assiniboia (population 1400) is a divisional point with large elevator capacity, abundant lignite coal within seven miles, clay deposits, sand and gravel in the immediate vicinity, and the centre of a rich grain-growing district.

From Assiniboia a branch runs east to Weyburn, on the Soo Line (see page 72) and continues to Stoughton on the Winnipeg-Regina branch (see page 82). This line passes through a ranching country, only partially settled so far but destined for great development.

**Limerick** The country west of Assiniboia is good rolling prairie, with many large sheets of water. At one time a considerable portion of this area was devoted to ranch-ranches into small farms, familiar in many other parts of the west, but the process of the dissolution of these big of the west, has taken place here also. Clay deposits are plentiful and also small coal areas. Near Gouverneur is a large deposit of flint pebbles. Shaunavon (population 1500) is the principal town of this territory.

**Eastend** Before the construction of the railway the only means of access to this district was by Gull Lake and Maple Creek. We are now approaching the Cypress Hills, which lie to the north and continue westerly towards the south of Medicine Hat. At Eastend we cross the Frenchman river, near which are large clay and sand deposits, with big possibilities for the development of the china and pottery industry.

The line ends just beyond Govenlock, but will eventually be extended to Manyberries to meet the line coming from Lethbridge, (see page 59). When this gap is bridged through trains will be run between Winnipeg and Lethbridge via the Arcola line, Stoughton, Weyburn and Assiniboia.



Royal Canadian Mounted Policeman

#### MOOSE JAW TO MACKLIN: 268 miles

**Moose Jaw** An important branch line runs north-westerly from Moose Jaw to Macklin on the Winnipeg-Edmonton line (see page 77). This line passes through the rich agricultural regions of Western Saskatchewan. After climbing up a grade to a plateau, it enters a long stretch of fertile prairie country extending to the Alberta boundary and watered by the South Saskatchewan river. This river is crossed at Outlook by a fine steel bridge, the third longest on the Canadian Pacific System—3004 feet in length, 140 feet above water level, and with eight truss spans supported by concrete piers.

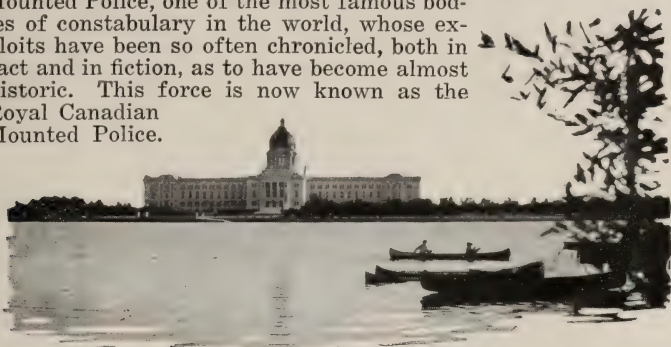
**Sovereign** Crossing the river, we continue through a fertile grain and mixed farming country, with many prosperous towns. Rosetown is a convenient point for the rich area known as the Goose Lake country. Kerrobert (population 1200), is an important town with some district government offices. It is a railway divisional point, branches running north-easterly to Wilkie and westerly to Lacombe, on the Calgary-Edmonton line (see page 45). Leaving Kerrobert we continue through the same kind of country to Macklin, whence train can be taken either west to Edmonton or east to Saskatoon and Winnipeg. This branch affords a direct route from St. Paul to Edmonton.

**Pasqua** At Pasqua the branch to North Portal, where it connects with the Soo Line to Minneapolis and St. Paul, leaves the main line. (See page 72). From here to Regina we cross the Regina Plains, the extreme fertility of which is evident in the large



farms and splendid farm buildings on either side. This territory is a thriving one, and fine herds of sheep and cattle are seen.

**Regina** (*Population 45,000, altitude 1896 feet*). Regina is the capital and largest city of the Province of Saskatchewan, one of the most important distributing points west of Winnipeg for farming machinery and farm implements, and the home of some large mail order houses. A huge oil refinery has been built at a cost of two million dollars, the oil being brought from Wyoming. Regina has a very handsome Parliament building, facing the placid Wascana Lake, and fine exhibition buildings. It is a modern city with well-paved streets, parks, large educational institutions, splendid buildings, and numerous wholesale distributing houses and factories. It was for over forty years the headquarters of the Royal North-West Mounted Police, one of the most famous bodies of constabulary in the world, whose exploits have been so often chronicled, both in fact and in fiction, as to have become almost historic. This force is now known as the Royal Canadian Mounted Police.



Provincial Parliament Buildings, Regina

#### REGINA TO SASKATOON: 172 miles

Regina  
Euston  
Lumsden Beach  
Regina Beach  
Imperial  
Holdfast  
Simpson  
Amazon  
Young  
Colonsay  
Saskatoon

Covering a portion of the great summer pleasure grounds of the people of Southern Saskatchewan, a branch line runs northwest to Saskatoon, on the secondary main from Edmonton to Winnipeg (see page 78). Regina Beach, on Long Lake, within easy reach of the city of Regina, affords good fishing and shooting. The lake is a magnificent body of water where sailing, boating, and all aquatic sports can be indulged in to the heart's content. Along its beaches and up to the sides of its treed banks are scattered hundreds of summer homes. North of the lake open prairie land succeeds, well cultivated and well settled, with numerous prosperous towns. At Colonsay the traveller joins the Saskatoon line.

Euston  
Bulyea  
Lanigan  
Saskatoon

Another route to Saskatoon is by a branch from Euston connecting with the Brandon-Saskatoon line (see page 68) at Bulyea. This branch passes through a very attractive farming territory. The cuttings through all this lake territory show very fine clay deposits, which have been investigated and are due for development. The train service between Regina, Moose Jaw and Saskatoon is a good one for the business man, with an overnight daily service via Colonsay and a morning service (daily except Sunday) via Bulyea.

At Regina the important Winnipeg-Regina loop line via Arcola joins the main line (see page 82).

Balgonie  
Qu'Appelle  
Indian Head  
Wolseley

From Regina eastward we still traverse for some distance the Regina plains, which extend well to the north and also nearly down to the international boundary. From here can be seen the dark blue line of the Dirt Hills south of

Moose Jaw. Then we gradually draw away to a more wooded district. Qu'Appelle is a pretty town well-known for its beautiful trees. Twenty miles north are the Qu'Appelle Lakes and the fort bearing that name—an old Hudson's Bay post. Along the valley, the river and numerous lakes afford excellent fishing and duck shooting. Indian Head (*population 1600*), an old-established and prosperous town, has an experimental farm and

a forestry farm. At Wolseley (*population 1200*), the Canadian Pacific has a nursery covering some 115 acres, where trees are grown for the planting of prairie farms, and flowers and vegetables for the company's hotels and dining-cars. Wolseley is also the headquarters of the company's horticultural branch, which supervises the beautifying of the stations on its entire system.

From Wolseley a branch runs through a prosperous grain and stock country, well settled and with good business towns dotted through an area that produces huge quantities of grain and other products yearly. It has several lakes and summer resorts, and good shooting, and is well served by good roads, rural telephone service, and excellent school facilities. At Reston this branch joins the line from Winnipeg to Regina, Weyburn and Assiniboia (see page 82).

**Grenfell**  
**Oakshela**  
**Broadview**

We are now traversing one of the most picturesque districts of Eastern Saskatchewan. Grenfell was one of the earliest established towns of this part of the province. Broadview is the end of the Saskatchewan operating district of the railway and the beginning of the Manitoba district. Near the town is Lake Es-cape, with good fishing and boating.

**Whitewood**  
**Wapella**  
**Moosomin**  
**Fleming**  
**Kirkella**  
**Elkhorn**  
**Virден**

The numerous lakes and woods which we pass make an attractive setting to a very productive area. Moosomin (*population 1500*) is a large progressive town in a fine dairying country. To the south is the Moose Mountain region. At Kirkella we enter the prosperous province of Manitoba, the southern part of which was the pioneer settlement of Western Canada. For many years Manitoba had comparatively the smallest area of the three prairie provinces, and was, because of its shape, sometimes humorously alluded to as "the postage stamp province"; but the extension of its boundaries to include a large area to the north has now given it approximately the same area as Saskatchewan and Alberta. Elkhorn has an Indian Industrial School. Virден is a flourishing town with a population of 1600.

**BRANDON TO SASKATOON: 397 miles**

**Brandon**  
**Virден**  
**Kirkella**  
**McAuley**  
**Rocanville**  
**Esterhazy**  
**Neudorf**

A service runs north-west from Brandon to Saskatoon on the Winnipeg-Saskatoon line. Following the main line to Virден, the train here takes the branch to McAuley, where it connects with another short branch from Kirkella, also on the main line. The country through which we are passing is admirably suited to grain and mixed farming, and, after the province of Saskatchewan is entered at Welwyn, we are into the Qu'Appelle Valley territory—a prosperous dairying country shipping large quantities of cream, butter, and live stock, and also a country of beautiful scenery. The various towns are well built up and doing a large local business, drawing from a tributary country well settled with enterprising farmers.

**Lemberg**  
**Balcarres**  
**Lipton**  
**Southey**  
**Bulyea**  
**Strasbourg**  
**Govan**  
**Nokomis**  
**Lanigan**

After passing Neudorf we run through a grain farming country of considerable importance, in part well treed, and supplied with good water, and then on to prairie lands that have always been productive of large crops. It is a territory of large farms, good buildings, and well-to-do farmers who have built up the country to a fine state of cultivation. The towns are all active commercial centres, doing a large and varied business. In tributary territory are lakes and local summer resorts.



Threshing in Manitoba





Brandon

**Saskatoon** good shooting, and plenty of sports. At Bulyea a branch line runs south-west connecting with Regina (see page 67) and at Lanigan the traveller goes either west to Saskatoon or east to Winnipeg (see page 78).

**Routledge**  
**Oak Lake**  
**Griswold**  
**Alexander**  
**Kemnay**

From here to Brandon we are descending to the Assiniboine Valley, and travel through a prosperous farming community wherein are situated many towns and villages definitely associated with the agricultural products which are brought to their grain elevators and stock yards. It is a very attractive country, too, with many beautiful spots such as Oak Lake, which has fine duck and prairie shooting in its vicinity.

**Brandon** (*Population 18,000, altitude 1204 feet*). Situated in the centre of one of the richest agricultural and live stock territories of Manitoba, Brandon is a railway divisional point and an important commercial centre acting as a feeder to nearly three hundred small towns, villages and hamlets. It has flour mills, factories, distributing houses covering all lines of farm machinery, and the largest seed warehouse in the West. It is a modern city with complete educational facilities, churches of all denominations, an Indian training school, and a Dominion Government Experimental Farm. Beautifully situated overlooking the Assiniboine River, it is a homelike city with many charming streets. It has a unique central heating system for business premises.

From Brandon a branch runs in a northwesterly direction to Varcoe and thence eastward to MacGregor. North of Varcoe another branch runs to Minnedosa, on the Winnipeg-Edmonton line (see page 79), and from Forrest, between Varcoe and Brandon, there is yet another running westerly to Miniota. These lines enter the heart of a magnificent and fairly old settled district, with many prosperous communities, such as Rapid City, Oak River, Hamiota, Crandall, etc.

#### BRANDON TO ESTEVAN: 164 miles

**Brandon**  
**Souris**  
**Hartney**  
**Lauder**

From Brandon an important branch line runs in a south-westerly direction towards the international boundary, which it then parallels for a considerable distance. This line is the medium for intercommunication between the network of branches that laces the southern regions of Manitoba and Saskatchewan. At Souris it crosses the Winnipeg-Regina loop line (see page 82). Hartney is adjacent to large but as yet undeveloped electric power in the Souris River. At Lauder branches run west to Alida and east to Boissevain.

**Alameda**  
**Oxbow**  
**Gainsboro**  
**Pierson**  
**Melita**  
**Napinka**

At Napinka we join the Southern Manitoba branch from Winnipeg via La Riviere (see page 83). Continuing through an excellent farming region, we reach at Bieufait the centre of the Souris coal fields, where the Dominion Government, in conjunction with the two provincial governments concerned, are erecting a briquetting



Reaping

**Bienfait**  
**Estevan**

plant at a cost of some \$600,000 to utilize and improve the grade of coal for domestic consumption. The Souris field is a somewhat low-grade lignite coal finding its principal market in Manitoba. At Estevan we reach the junction with the Soo Line from St. Paul and Minneapolis to Moose Jaw (see page 72). A branch continues westerly to Neptune through a ranching and farming country with good clay and salt lakes awaiting development.

**Chater**  
**Camp Hughes**  
**Carberry**  
**Sidney**  
**MacGregor**

We cross the beautiful Assiniboine River, and climb again for some sixty feet to Carberry. Camp Hughes was, during the period of the war, the training ground for thousands of western soldiers. Carberry is a prosperous town of 1000 inhabitants, with a surround-

ing country indicative of the Portage Plains that we are approaching. It is for the most part a fertile and well-settled area, with comfortable farm homes and large barn buildings. It is a first-class grain and stock country, renowned for the prize cattle which it raises.

From MacGregor a branch runs north to Varcoe and Minnedosa on the Winnipeg-Edmonton line (see page 79).

**Portage la Prairie** Portage la Prairie (*population 7000, altitude 858*) is the centre of a large and very fertile agricultural district, and an important railway point served by many branch lines. It is situated a mile from the Assiniboine River, 56 miles west of Winnipeg. It has large flour mills, brick yards, and other industries, and in addition to its present water supply the power lines of the Manitoba Power Commission have now been strung into the city from the Winnipeg River, 125 miles distant. North of the city is Lake Manitoba, a most excellent summer resort, with boating, fishing, and summer cottages.

At Portage the Winnipeg-Edmonton service joins the main line (see page 79).

**High Bluff**  
**Poplar Point**  
**Reburn**  
**Marquette**  
**Rosser**

Between Portage la Prairie and Winnipeg we traverse the Portage Plains, as level for the most part as a billiard table. The country is a great hay one, but also has considerable grain-growing and dairying. At Reburn we are at the half-way point between Vancouver and Montreal; not far away is Long Lake, a favorite resort for sportsmen. Marquette is the home of the Indian tribe of that name. We cross the Assiniboine River, the course of which is marked by the line of trees seen along its route, and very shortly are in Winnipeg, the "Metropolis of the Prairies."

**Winnipeg** *Alt. 772* The population of Greater Winnipeg is estimated at 271,958, the city itself having about 195,000. La Verendrye was the first white man to set foot in Winnipeg, arriving in 1738, when he built a fort known as Fort Rouge, which is now part of the city. Two years later he built Fort Maurepas on Lake Winnipeg, as a point more suitable for trading with the Indians. In 1806 Fort Gibraltar was built by the North-Western Trading Company, but ten years later was destroyed. In 1822 a second Fort Gibraltar was built and renamed Fort Garry when the North-Western Company



amalgamated with the Hudson's Bay Company. In 1835 Fort Garry was rebuilt by Governor Christie with stone, the walls running 280 feet east and west and 244 feet north and south. This was an important trading centre for the Western plains, but as late as 1871 the population of Fort Garry was only 215 souls. To-day Winnipeg is Canada's third largest city. Situated as it is, at the junction of the Red and Assiniboine Rivers, a city of beautiful boulevards and parks, many golf links, and summer and winter sports of all kinds, it is the home of a contented people. It is the capital of the Province of Manitoba.

Winnipeg is the greatest grain market and grain inspection point in the British Empire. It is the railway centre of the West, and commands the trade of the vast region to the north, east and west. Branch lines radiate in every direction. The city is handsomely built, amongst the notable buildings being the Provincial Parliament House.

The Royal Alexandra, owned and operated by the Canadian Pacific Railway, ranks amongst the finest hotels in the world. It was erected at a cost of \$1,250,000, has been extended to twice its original size, and is most handsomely decorated and furnished. The hotel is adjacent to the railway station, a magnificent building which is the headquarters of the Company's western system. Immense workshops of the Canadian Pacific Railway are in the city and the railway has also here the two largest train yards in the world. One yard, which has been completed for several years, has 110 miles of track. The second is even larger, as it includes seventy tracks of a total mileage of 183 miles. In connection with this yard development the Canadian Pacific has a transfer elevator of a million bushels capacity. A land office of the railway is located in the city, and here also are the chief Western immigration offices of the Government, and the immigration sheds. The C.P.R. owns large areas of good agricultural land, and has a comprehensive colonization policy for facilitating the settlement of practical farmers.

Since the advent of cheap hydro-electric power in 1911, Winnipeg has made remarkable strides as an industrial centre. It now supplies manufacturers with what is claimed to be the cheapest power in America. During the war period the city constructed a \$16,000,000 aqueduct carrying pure, soft water from Indian Bay, a portion of Lake of the Woods which juts across the Ontario boundary into Manitoba, with a capacity of 100,000,000 gallons daily. In Winnipeg and St. Boniface are the largest western stock yards and packing houses, with enormous flour mills, mills for other cereal products, rolling mills, iron and steel works, and automobile assembling plants.

*Transcontinental Journey continued in Part II.*



Canadian Pacific Station and Royal Alexandra Hotel, Winnipeg



Cattle Ranching in Saskatchewan

## MOOSE JAW TO PORTAL: 167 miles

(For Map, see page 73)

**Moose Jaw**  
**Pasqua**  
**Drinkwater**  
**Rouleau**  
**Wilcox**  
**Milestone**  
**Lang**  
**Yellow Grass**  
**Weyburn**

From Moose Jaw an important branch line runs away southeast to the International boundary, where it connects with the Soo Line. This is the route of the through service from Vancouver to Minneapolis, St. Paul and Chicago. We leave the main line at Pasqua, seven miles east of Moose Jaw, and enter a very fertile area known as the Soo Line country, flanked on the west by the Dirt Hills and on the east by a continuation of the Regina plains. It has always been a good crop territory, settled many years ago with farmers mostly from the United States, who have prospered and built fine homes, and have well laid-out and cultivated farms.

At Yellow Grass an extensive scheme is under way for the reclamation of the marsh in that district. At Ralph work was carried on during the war to test the value of large potash deposits lying beneath the surface.

Weyburn, centre of a very prosperous community and with a population of about 3000, is the next large point of importance. Connections are made at Weyburn east to Souris and Brandon, and west to Assiniboia and Govenlock (see page 66).

**Ralph**  
**Halbrite**  
**Midale**  
**Macoun**  
**Estevan**  
**North Portal**

We enter an interesting territory of large coal deposits with many operating mines and very extensive clay areas supplying material to numerous brick plants. The country is somewhat rough, and is drained by the Souris River. Investigation has been carried on for some years with a view to improving the value of the coal measures of this district, and a briquetting plant is under construction to be followed by by-products plants. This will enable a better class of domestic coal to be sold. Estevan is a flourishing centre with a population of 2500. Here connection can be made for the southern Manitoba lines leading to Winnipeg (see page 69). From the same point a branch runs west to Neptune (54 miles). North Portal is on the Canadian side of the Boundary—Portal on the American side—and in a few minutes we are also on the Soo Line.

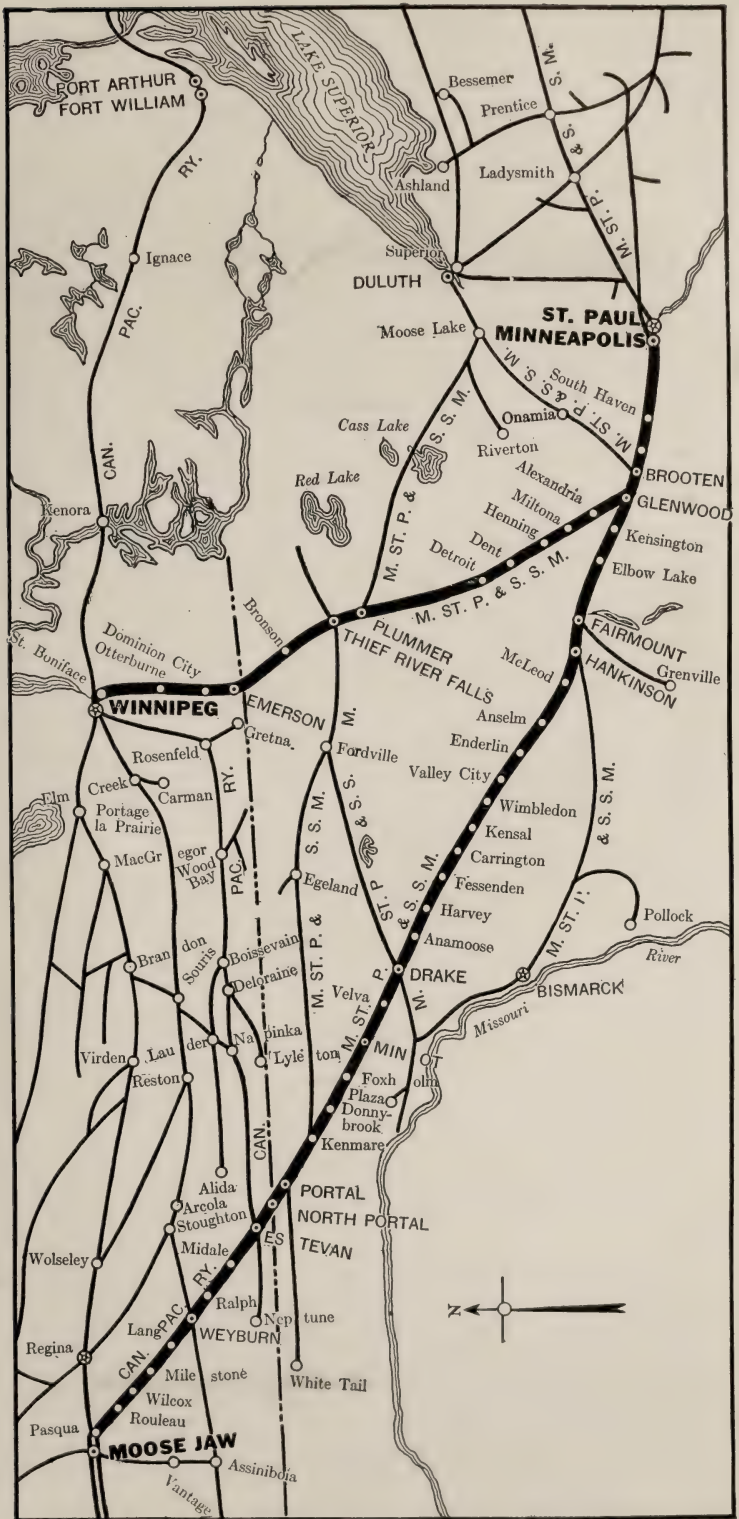
## SOO LINE

### Portal to St. Paul and Minneapolis: 562 miles

**Portal**  
**Flaxton**

The country along the Soo Line running through North Dakota and Minnesota may for convenience





—●—●— Indicates Double Track.

**MOOSE JAW AND WINNIPEG TO ST. PAUL-MINNEAPOLIS**

**Kenmare  
Minot  
Harvey**

be split into three divisions. The first, travelling eastward, is that newly opened land area which is now aptly called "Flaxland". During the past few years the production of flax has increased prodigiously. It is the crop particularly adapted to the newly broken soil of the Dakota Prairie. Frequently the production runs as high as 20 bushels to the acre. From Flaxton a line has been built westward into Montana through a splendid wheat country. The present terminus of the branch is Whitetail, Montana. But even here the lesson of diversified farming is being applied. Considerable attention is paid to stock and sheep raising, and wheat produces immense crops.

**Fessenden  
Carrington  
Valley City  
Enderlin  
Hankinson  
Fairmount  
Elbow Lake**

The second division into which the country along the Soo-Pacific Line naturally divides itself may be called the great wheat belt of the Northwest, running from Harvey, in the north central part of North Dakota, to Elbow Lake, in Minnesota, passing through Fessenden, Carrington, Valley City, and Enderlin.

The great wheat belt of Minnesota and the Dakotas is fast learning the lesson which has been taught old communities: that is, that a single crop will never make a country prosperous, no matter how profitable it may be at the beginning. The time will come when the land will cry out for a change and diminished crops must result. Fortunately the development of mixed farming has already begun. At Hankinson fruit raising experiments have resulted in establishing a fine apple orchard, which is the basis of considerable fruit growing throughout North Dakota. But for many years the Dakotas and Minnesota will continue the bread basket of the continent. Here are the bonanza farms which first surprised the agricultural world, and here the growing of grain first assumed its wholesale proportions and character.

**Glenwood  
Brooten  
Paynesville  
Kimball  
South Haven  
Annandale  
Maple Lake  
Buffalo**

The third natural region is entered after we cross the Red River, and pass through the lake country. Here the settlement is comparatively old, and the people are prosperous. They have passed through that early period in farming when the farmer depends upon a single crop, and have learned the practical importance of diversification; and not only wheat, oats and barley,

but corn and other crops receive their share of attention. This is one of the rich dairy sections of the state. Every little community has its creamery, or milk station, and the people are correspondingly prosperous and progressive.

Almost every station on the Soo-Pacific Line running east into Minneapolis has its lake resorts. Often there are a number of lakes of considerable area within a radius of five miles from



Horse Ranching



the town. Some of the finest lake cottages in the Northwest are on this line. Glenwood, Annandale, Maple Lake and Buffalo are particularly famous, Glenwood being the location of the new second state fish hatchery, although South Haven, Kimball Prairie, Paynesville and other towns are having increased attention and a corresponding appreciation from summer visitors. At all of these lake resorts the fishing is excellent. Disciples of Walton come from as far as Chicago and St. Louis for the fun of catching the superb black bass for which Minnesota lakes are famous.

**Minneapolis** Minneapolis and St.  
**St. Paul** Paul, the Twin  
Cities of the



A Western Canadian  
"Land Girl"

Northwest, form the most important financial and manufacturing centre between Chicago and Milwaukee, on the east, and the Pacific Coast on the west. Practically two municipal corporations, they are in substance one large community of over 600,000 population. St. Paul is the capital of the State of Minnesota and the older of the "Twins". It is the terminus of nearly all the railway lines in the Northwest and an important jobbing centre. Minneapolis is younger, larger and more advantageously situated than St. Paul. The principal advantage was primarily the immense water power developed by the falls of St. Anthony, aggregating 40,000 utilized horse power, employed almost wholly in the manufacture of flour. Minneapolis, due to the presence of these mills, is the largest primary wheat market in the world. During recent years it has also become the leading flax seed market, as the largest flax production in the world from the new lands of North Dakota, which are tributary, forms the basis of the immense linseed oil production of the Twin Cities. Minneapolis is the site of the University of Minnesota.

*For Journey from Minneapolis and St. Paul to Sault Ste. Marie,  
see Part II*

## SOO LINE

**Minneapolis and St. Paul to Chicago: 460 miles**

**Minneapolis**  
**St. Paul**

From the Twin Cities the Soo Line continues through to Chicago. Passing through



St. Paul

**New Richmond  
Chippewa Falls  
Eau Claire  
Abbotsford  
Marshfield  
Stevens Point**

the beautiful Minnesota country, the St. Croix river is spanned by a mighty bridge. Through Wisconsin the line runs through an agricultural territory that is fast becoming known as part of the best farming land in the entire western country. There are thousands of beautiful lakes along the right-of-way through the entire state, and many are well known as ideal summering places because of the fine summer homes and the well-appointed summer hotels which are built along these shores. The clear crystal waters of these lakes are well stocked with game fish of all descriptions, the large and small mouthed black bass being the most popular with the average sportsman, although the mighty "lunge", which often grows to a weight of over forty pounds, is also a prime favorite.

**Waupaca  
Neenah  
Oshkosh**

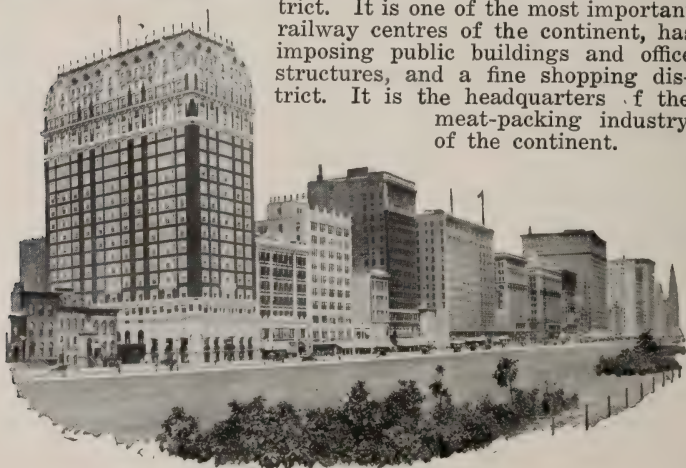
Amongst these beauty spots the best known are Stevens Point, Freemont, Fond du Lac, Oshkosh, Cedar Lake, and Waupaca. Waupaca is one of the most noted of the vacation spots within easy reach of either Chicago, Milwaukee, or the Twin Cities. The lakes of Waupaca are over twenty in number and form a chain several miles in length. The irregular shores, with their hard, sandy beaches, tempt the lover of bathing, while the launch or canoe owner finds the place ideal for cruising.

**Fond du Lac  
Milwaukee  
Waukesha  
Mukwonago  
Burlington  
Silver Lake**

The line to Milwaukee branches off from the main line at Rugby Junction, but through sleepers are operated daily between Milwaukee and the Twin Cities. Waukesha, Wis., is famous for its wonderful water, which is shipped all over the country. It is a city of beautiful drives and handsome residences, with several lakes nearby, while the Fox river flows near the city.

**Chicago** Chicago is the second largest city in the United States. Beautifully situated overlooking Lake Michigan, it has the high skyscrapers and busy streets that endow it with the typically American atmosphere. It has a great industrial area, many very attractive residential sections, and rapidly developing extensions of the central commercial district.

It is one of the most important railway centres of the continent, has imposing public buildings and office structures, and a fine shopping district. It is the headquarters of the meat-packing industry of the continent.



Michigan Boulevard, Chicago

*The Journey beyond Chicago is continued in Part II.*



**EDMONTON TO WINNIPEG: 848 miles***(For Map, see page 61)*

**Edmonton** Generally speaking, the main line of the Canadian Pacific Railway means the transcontinental line between Vancouver and Montreal. But there is really another main line, which is that portion of the system over which the through trains between Edmonton and Winnipeg are operated. It is an interesting trip through a well-wooded country, the parklands of Central Alberta, the grain plains of Saskatchewan, and the magnificent scenery of the Qu'Appelle Valley. The journey is commenced at Edmonton, which can be reached from Calgary by the line described on page 45.

**Cowboys**

**Wetaskiwin  
Gwynne  
Bittern Lake  
Camrose  
Ohaton  
Bawlf  
Daysland  
Strome  
Killam  
Sedgewick  
Lougheed  
Hardisty  
Amisk  
Hughenden  
Czar  
Metiskow  
Cadogan  
Provost  
Hayter  
Macklin  
Evesham  
Rutland  
Unity  
Adanac  
Phippen  
Wilkie**

The route from Edmonton is the same as the Calgary-Edmonton line for a distance of 42 miles, until at Wetaskiwin we turn almost due east. Our way takes us through a highly prosperous agricultural district that is given over particularly to dairying. Valuable mineral deposits are likewise common; near Gwynne, for example, are some very fine clays that can be utilized for brick-making. Bittern Lake, a beautiful spot, is a large stock centre. Camrose (*population 2500*) is a well situated town doing a large business and from which many lines of railway radiate. It is the centre of a good coal area, with operating mines and a big dairying and mixed farming district. It is the home of the Alberta Scandinavian College, as well as high and normal schools. There are good lakes and good shooting. The surrounding district is a fine wheat growing and mixed farming area. Coal abounds in this territory, and mines are in operation at Bawlf and Rosenroll. The larger part of the Province of Alberta appears to be underlaid with coal deposits. At Sedgewick one of the first Canadian Pacific "ready made farm" colonies, numbering about 120 units, was established. Lougheed is named after Senator Sir James Lougheed. Hardisty, surrounded by good land and coal and clay deposits, is the end of the Alberta District of the railway and the beginning of the Saskatchewan District. South of Czar the Imperial Oil Company are drilling and testing for oil in the Teat Hills. At Provost we are half way between Edmonton and Saskatoon, and at Macklin we enter the province of Saskatchewan. Macklin is the junction point for the line running south and east to Moose Jaw (*see page 66.*) We continue on the journey through an attractive wheat growing country and note that between Senlac and Evesham there is a salt lake in course of development which produces, after drying, a very fine salt suitable for table and other uses. Wilkie is a divisional



Reaping by Tractor Power

point, a town of commercial importance to the district, and from it radiate three lines north and south serving a well developed and productive country.

One branch connects with Kerrobert on the Moose Jaw-Macklin line. Important points on these branches are to the south, Leipzig, Handel and Kelfield, Broadacres, Tramping Lake, Revenue and Reford, while to the north is Thackeray, Cloan, Rockhaven and Cutknife.

**Wolfe** At Traynor we run into one of the Canadian Pacific  
**Traynor** Railway "Ready Made Farm" districts which have  
**Oban** been so successfully created in many parts of the  
**Biggar** Western prairies. There are many lakes lying back  
**Perdue** from the line which are popular local summer re-  
**Asquith** sorts. Near Oban there are a series of salt lakes  
 (sodium sulphate), such as the White Shore Lake,  
 which will be developed in course of time. Asquith is a pros-  
 perous mixed farming district; from here we can obtain a fine  
 view of Saskatoon, the river and the buildings.

**Saskatoon** *Alt. 1596. Population 26,000,* is a city of rapid  
 growth, modern in every particular, with fine  
 business blocks, public buildings, paved streets, a beautiful river  
 boulevard, electric light and power, street railway and many  
 river bridges. It is a city of optimism and the centre of a large  
 territory for wholesale trade. There are many factories, includ-  
 ing the large Quaker Oats Company mill turning out a thousand  
 barrels each day. The Dominion Government has here an  
 interior terminal elevator with a capacity of 3,500,000 bushels  
 that takes care of storage of grain and relieves the pressure  
 during the grain shipping season. There are large parks and  
 a fine baseball ground. Saskatoon is a city destined to build to  
 large dimensions. Its territory is fruitful and well settled and  
 its products mixed and numerous.

**Sutherland** Leaving Saskatoon by a very fine steel bridge over  
**Elstow** the North Saskatchewan river, we pass the Uni-  
**Colonsay** versity of Saskatoon, the home of higher edu-  
**Plunkett** cation in the province for both Arts and Agricul-  
**Lanigan** ture. Sutherland is a divisional point. Most of  
 the territory through which we are now passing  
 has been settled during the past twenty years. It is a good  
 territory, producing large crops and peopled with first-class  
 farmers.

From Colonsay a branch runs south to Regina and Moose Jaw (see page 67).

At Lanigan branches run south to Brandon (see page 68) and Moose Jaw (see page 67). There is under construction in a north-easterly direction a new line to tap the more northerly parts of the province.



**Wynyard  
Leslie  
Foam Lake  
Yorkton  
Saltcoats  
Bredenbury  
Churchbridge  
Binscarth**

one of the most important towns in this territory, surrounded by an immense farming and well settled area of grain growing and dairy country. It has a large wholesale business. Saltcoats derived its name from a large lake, and is a well developed town. We pass

Eastward we pass through a mixed farming territory, comparatively newly settled, with much bush and plenty of ponds and sloughs, which make it the paradise both of the ducks and the hunter. South of Wynyard will be seen the Big Quill Lake, on the shores of which a summer resort has been established. Wild geese, turkey, ducks and chicken provide good sport. Yorkton (*population 4500*) is



Saskatoon University

along through a thriving country until Bredenbury, the beginning of the Manitoba District of the railway, is reached.

At Binscarth a line runs northeast to Russell, and an extension farther north in the direction of the Riding Mountains is now under construction. The Riding Mountains are a great field for the sportsman.

**Birtle  
Kellogg  
Shoal Lake  
Strathclair  
Basswood  
Minnedosa**

En route to Birtle we get a good view of the valley, and at Birtle, the centre of a large mixed farming area, is the home of Sam Larcombe, an expert in the growing of vegetables and grain, and the winner of many prizes at agricultural exhibitions. Minnedosa (*population 1500*) is an important farming centre in a flourishing territory, and quite a beauty spot.

From Minnedosa a divisional point on the Little Saskatchewan River, a branch line runs south and west to Varcoe, Miniota, and Brandon. (See page 69).

**Neepawa  
Gladstone  
Portage  
Winnipeg**

As we progress towards the Portage plains, the country becomes rolling and well-treed. It is an old and well-settled district, with many important business centres, such as Gladstone, Neepawa and others. At Portage la Prairie we join the main transcontinental line (*see page 70*) and use its metals into Winnipeg.



Canadian Pacific Railway Yards, Winnipeg

**WINNIPEG TO ST. PAUL: 464 miles***(For Map, see page 73)*

**Winnipeg**  
**St. Boniface**  
**Niverville**  
**Otterburn**  
**Arnaud**  
**Dominion City**  
**Emerson**

From Winnipeg a branch runs due south to the international boundary, where connection is made with the Soo Line. The route is through the fertile valley of the Red River; and it is interesting to remember that Fort Garry (as Winnipeg was then called) was reached by this route before the building of the Canadian Pacific Rail-

way, except that the river was used—first small boats that drifted with the current, and then shallow steamers. St. Boniface is an independent city facing Winnipeg across the Red River. Of its 12,000 population, a considerable proportion is French-Canadian. It has a fine cathedral, college buildings, and many manufactures, as well as the Union Stock Yards, where thousands of head of stock are handled and transported east and south every year. The country down to the border was amongst the earliest taken up in Western Canada, and some of the farms in this neighborhood have been under cultivation for several generations. Round Dominion City are large gypsum deposits which have been investigated and found highly suitable for development. Emerson (*population 1300*) has grown rapidly during the past few years.

**Thief River Falls**  
**Mahnomen**  
**Ogema**  
**Detroit**  
**Henning**  
**Parker's Prairie**  
**Alexandria**  
**Glenwood**  
**Brooten**  
**Minneapolis**  
**St. Paul**

At Emerson we cross the international boundary and enter the United States, travelling over the metals of the Soo Line. The route is through the lakey way of the Minnesota lakes, much resembling in outline a gigantic fish-hook, with the eye at the Twin Cities, the shaft running north-west as though in ages past some titanic bass had struggled with it. This belt is not comparatively wide through the first hundred miles of its length out from the Twin

Cities, but broadens as it turns northward through a territory which is at once a beauty spot and a great black bass preserve. West of this region the country smoothes down and sobers off into the famous prairies of the Red River Valley, every foot of which is capable of furnishing its quota of wheat, corn and other cultivated crops. Eastward, the land varies from prairie to pinery.

Thief River Falls is the junction for another branch of the Soo Line that runs direct to Duluth. From the Canadian boundary to Detroit (Minnesota), the country, although farmed to some extent, is as yet almost virgin territory. For fishing and hunting it is almost without a peer. The country supports many business centres. Detroit is an old established town,



**A Western Canadian Farm Home**



Winnipeg Beach

finely located in the midst of numerous lakes and having within a small radius a great number of summer hotels.

Dent and Richville are located advantageously in splendid farming territory, and are towns of great promise. From the White Earth Reservation southward to Alexandria the scenery in its nature varies little, being a succession of well-tilled farms, of beautiful groves of magnificent timber, and of picturesque sheets of sparkling spring water.

At Glenwood we join the Moose Jaw-St. Paul Line, and travel eastward to Minneapolis and St. Paul through Brooten (*see page 74*).

#### WINNIPEG TO RIVERTON: 84 miles

**Winnipeg**  
**Fort Garry**  
**Selkirk**  
**Matlock**  
**Whytewold**  
**Ponemah**  
**Winnipeg Beach**  
**Gimli**  
**Riverton**

A branch line runs north from Winnipeg to Winnipeg Beach and Riverton. Skirting the banks of the Red River, we traverse first a well-settled suburban district, and then a truck-gardening area, reaching Lower Fort Garry, built by the Hudson's Bay Company as a trading post in 1831. Selkirk is the shipping point for the steamers that travel across Lake Winnipeg to Warren's Landing, at the north end

of the lake. At this point are successful fisheries, lumber business and several factories. Matlock, Whytewold, and Ponemah are summer cottage points. Winnipeg Beach is perhaps the most popular summer resort for Winnipeggers. It stands on the shore of Lake Winnipeg, and has a beautiful beach, dancing pavilion, hotels, yacht club, hundreds of summer cottages, and all the other appurtenances of a successful resort. Gimli and Riverton are very progressive Icelandic settlements whose principal industries are fishing and lumbering. The region is also a large pulp-wood producing one. Across Lake Winnipeg, stretching away from its eastern shore to the Ontario boundary, are the Rice Lake Gold Fields, now in process of development.

#### WINNIPEG TO ARBORG: 76 miles

**Winnipeg**  
**Stony Mountain**  
**Stonewall**  
**Teulon**  
**Komarino**  
**Arborg**

A branch north from Winnipeg runs through a successful market garden area and a fine mixed farming district to the commercial centre of Stonewall. At Teulon, 19 miles further, flax is being grown in a commercial way for its fibre, so far with great success. As we travel north the

wooded country is reached and lumber becomes one of the principal industries of this territory. Arborg, the terminus of this line, serves a flourishing country to the north and west.





Dairy Cattle

**REGINA TO WINNIPEG, via ARCOLA: 366 miles***(For Map, see page 61)*

**Regina**  
**Francis**  
**Fillmore**  
**Stoughton**  
**Kisbey**  
**Arcola**  
**Carlyle**  
**Manor**  
**Reston**

Of the many branches that radiate from Winnipeg, one of the most important is that which makes a long loop south of the main line between Winnipeg and Regina. This passes through a splendidly fertile country, well settled with prosperous farmers who mostly came in during the pioneer days of Manitoba and are now reaping the enjoyment of their leisure. Leaving Regina, we turn towards the southeast. Stoughton is the point from which a branch line runs to Weyburn,

on the line from Moose Jaw to Minneapolis and St. Paul (*see page 72*).

Arcola (*population 1000*) is a progressive town with a pretty summer resort named Fish Lake. Speeding on through a good wheat growing district, we enter the province of Manitoba.

At Reston a branch runs in a north-westerly direction, joining the main transcontinental line at Wolseley (*see page 68*).

**Pipstone**  
**Deleau**  
**Schwitzer**  
**Souris**

Continuing eastward, we pass through a well-settled prairie country that shows good crop returns and has many important towns. The Arcola country has always been noted as a first-class farming area, which condition is testified

to by the fine farm buildings that we see on either side. Schwitzer is the junction point for the line from Brandon to Estevan (*see page 69*).

Souris (*population 1800*) is beautifully situated on a small river, and carries on a large business.

At Souris is the junction point with the Brandon-Estevan line (*see page 69*).

**Glenboro**  
**Cypress River**  
**Holland**  
**Treherne**  
**Elm Creek**

Continuing our journey eastward, we run through a pleasing country of large farms, well treed, with many lakes and a succession of fine towns and villages in a prosperous condition. This region produces large crops, and on every side big herds of cattle

and dairy stock are to be seen.

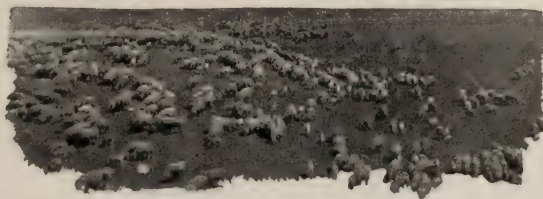
From Elm Creek a branch runs south 12 miles to Carman, a town of 1200 population and great prosperity.

**Starbuck**  
**Headingley**  
**Winnipeg**

Crossing the Assiniboine River into Headingley, we meet the beginning of Winnipeg in the shape of the street-car line, and in a few minutes reach the Canadian Pacific station.

**NAPINKA TO WINNIPEG: 221 miles**

Another very important branch line into Winnipeg is that which runs due south and then east, paralleling the international boundary at a not very great distance.



Sheep Farming on the Prairies

This region is one of close population and large production, the Red River Valley being noted for its fertile soil. The country is well-treed and pleasing to the eye, and supports large herds of fine dairy stock.

**Napinka**  
**Medora**  
**Deloraine**  
**Boissevain**

Deloraine and Boissevain are highly prosperous towns situated in the heart of a fine wheat-growing district, and with beautiful summer resorts close by. The country is a table-land one, producing fine crops of wheat and other grains.

Napinka is the junction point of this line with the Brandon-Estevan line (*see page 69.*)

From Boissevain a branch runs to Lauder, on the Brandon-Estevan line (*see page 69*) and from Deloraine another runs south-westerly to Lyleton.

**Killarney**  
**Cartwright**  
**Crystal City**  
**Pilot Mound**  
**Wood Bay**

The country which we traverse is not only an exceedingly prosperous one; it is also a beautiful one, and such points as Killarney and Crystal City have become popular summer resorts. Killarney has a particularly lovely lake, with good fishing and boating. The town has a population of some 1200, and an experimental fruit farm.

From Wood Bay a short branch runs south to the international boundary, reaching a well-populated country with such important towns as Snowflake, Mowbray and Windygates.

**La Riviere**  
**Manitou**  
**Morden**  
**Winkler**  
**Plum Coulee**  
**Rosenfeld**

The towns through which we are passing are all fairly large, and have a big trade. At La Riviere, a divisional point, there are found some very good red shales which produce a high-class brick. Morden (*population 1500*) is a flourishing centre, with a Dominion Government Experimental Farm nearby and cement deposits fourteen miles distant.

From Rosenfeld a short branch runs south to Altona and Gretna, connecting at the border with the Great Northern Railway.

**Morris**  
**Winnipeg**

At Rosenfeld we turn north, and travel within a comparatively short distance of the left bank of the Red River, which we follow into Winnipeg, crossing the Assiniboine River just before reaching the city.



"Countess of Dufferin" (C.P.R. Locomotive No. 1) in front of Winnipeg Station

## INDEX TO PRINCIPAL STATIONS

[illegible]



# TABLE OF MILEAGES

(By Direct Route unless otherwise stated)

|                          | Montreal | Toronto | Winnipeg | Chicago | Vancouver |
|--------------------------|----------|---------|----------|---------|-----------|
| Band, Alta. ....         | 2326     | 2147    | 914      | 1694    | 560       |
| Belleville, Ont. ....    | 221      | 119     | 1352     | 632     | 2826      |
| Boston, Mass. ....       | 340      | 598     | 1752(a)  |         | 3226(a)   |
| Brandon, Man. ....       | 1545     | 1365    | 133      |         | 1341      |
| Brantford, Ont. (b) ..   | 405      | 65      | 1297     |         | 2771      |
| Broadview, Sask. ....    | 1676     | 1496    | 264      |         | 1210      |
| Brockville, Ont. ....    | 156      | 239     | 1472     | 751     | 2947      |
| Buffalo, N.Y. (c) ....   | 441      | 101     | 1333     | 613     | 2807      |
| Calgary, Alta. ....      | 2244     | 2065    | 832      | 1612    | 642       |
| Chalk River, Ont. ....   | 242      |         | 1169     |         | 2644      |
| Chatham, Ont. ....       | 519      | 179     |          | 333     |           |
| Chicago, Ill. ....       | 853      | 512     | 913      |         | 2254      |
| Detroit, Mich. ....      | 569      | 229     | 1197     | 283     | 2671      |
| Duluth, Minn. ....       | 1038(d)  | 859(d)  | 404      |         | 1878(e)   |
| Edmonton, Alta. (f) ..   | 2438     | 2259    | 1026     | 1806    | 836       |
| Edmonton, Alta. (g) ..   | 2260     | 2081    | 848      | 2117    |           |
| Field, B. C. ....        | 2380     | 2201    | 969      | 1749    | 505       |
| Fort William, Ont. ..    | 992      | 813(h)  | 419      |         | 1893      |
| Fredericton, N. B. ..    | 459      | 798     | 1871     | 1312    | 3345      |
| Galt, Ont. ....          | 398      | 57      | 1290     | 455     | 2764      |
| Glacier, B.C. ....       | 2466     | 2286    | 1054     | 1834    | 420       |
| Guelph, Ont. ....        | 395      | 54      | 1287     | 488     | 2761      |
| Halifax, N.S. (i) ....   | 677      | 1018    | 2089     | 1530    | 3563      |
| Hamilton, Ont. (c) ..    | 380      | 40      | 1272     | 491     | 2746      |
| Ignace, Ont. ....        | 1140     | 960     | 272      |         | 1746      |
| Kamloops, B.C. ....      | 2635     | 2456    | 1224     | 2004    | 250       |
| Kenora, Ont. ....        | 1286     | 1106    | 126      |         | 1600      |
| Kingston, Ont. ....      | 208      | 209     | 1442     | 721     | 2916      |
| Lake Louise, Alta. ..    | 2361     | 2181    | 949      | 1729    | 525       |
| Lethbridge, Alta. (f) .. | 2370     | 2191    | 959      | 1739    | 768       |
| Lethbridge, Alta. (j) .. | 2183     | 2004    | 772      | 1544    | 863       |
| Lindsay, Ont. ....       | 294      | 67      | 1196     | 581     | 2670      |
| London, Ont. ....        | 455      | 115     | 1311(k)  | 398     | 2785(k)   |
| Medicine Hat, Alta. ..   | 2068     | 1888    | 656      | 1436    | 818       |
| Minneapolis, Minn. ..    | 1119(d)  | 939(d)  | 453      | 460     | 1794      |
| Minneapolis, Minn. ..    | 1313(k)  | 972(k)  |          |         |           |
| Montreal, Que. ....      |          | 340(l)  | 1412     | 853     | 2886      |
| Moose Jaw, Sask. ....    | 1810     | 1631    | 398      | 1178    | 1076      |
| Nanaimo, B.C. (m) ..     | 2927     | 2748    | 1515     | 2295    | 41        |
| Nelson, B.C. (n) ....    | 2690     | 2511    | 1278     | 2058    | 563       |
| Nelson, B.C. (j) ....    | 2537     | 2354    | 1122     | 1894    | 513       |
| New Westminster, B.C.    | 2877     | 2698    | 1466     | 2246    | 25        |
| New York, N.Y. ....      | 384      | 539(c)  | 1796(a)  |         | 3270(a)   |
| North Bay, Ont. ....     | 360      |         | 1053     |         | 2526      |
| Oshawa, Ont. ....        | 303      | 37      | 1271     | 550     | 2744      |
| Ottawa, Ont. ....        | 111      | 265(l)  | 1300     | 777     | 2775      |
| Owen Sound, Ont. ....    | 461      | 121     | 1353     | 633     | 2827      |
| Pembroke, Ont. ....      | 220      |         | 1191     |         | 2665      |
| Penticton, B.C. (o) ..   | 2706     | 2527    | 1294     | 2074    | 489       |
| Penticton, B.C. (j) ..   | 2795     | 2616    | 1383     | 2156    | 251       |
| Peterboro, Ont. ....     | 262      | 78      | 1311     | 591     | 2785      |
| Portage la Prairie, Man. | 1467     | 1288    | 56       |         | 1418      |
| Port Arthur, Ont. ....   | 988      | 809     | 424      |         | 1898      |
| Quebec, Que. ....        | 172      | 513     | 1584     | 1025    | 3058      |
| Regina, Sask. ....       | 1768     | 1589    | 357      | 1220    | 1117      |
| Revelstoke, B.C. ....    | 2506     | 2327    | 1095     | 1875    | 379       |
| St. John, N.B. ....      | 482      | 822     | 1893     | 1334    | 3367      |
| St. Paul, Minn. ....     | 1109(d)  | 929(d)  | 464      | 449     | 1805      |
| St. Paul, Minn. ....     | 1302(k)  | 961(k)  |          |         |           |
| St. Thomas, Ont. ....    | 462      | 121     |          |         |           |
| Saskatoon, Sask. (q) ..  | 1940     | 1761    | 529      | 1749    | 1204(r)   |
| Saskatoon, Sask. (s) ..  | 1892     | 1713    | 480      |         |           |
| Sault Ste. Marie, Ont.   | 618      | 439     |          |         |           |
| Seattle, Wash. ....      | 3050     | 2870    | 1638     | 2418    | 164       |
| Sherbrooke, Que. ....    | 106      | 447     | 1518     | 959     | 2992      |
| Sicamous, B.C. ....      | 2551     | 2372    | 1139     | 1919    | 335       |
| Skagway, Alaska ....     | 3874     | 3695    | 2462     | 3242    | 988       |
| Smith's Falls, Ont. ..   | 129      | 212     | 1444     | 724     | 2918      |
| Spokane, Wash. (j) ..    | 2576     | 2396    | 1164     |         | 773       |
| Sudbury, Ont. ....       | 439      | 260     | 973      | 772     | 2447      |
| Swift Current, Sask. ..  | 1921     | 1741    | 509      | 1289    | 965       |
| Toronto, Ont. ....       | 340(l)   |         | 1232     | 512     | 2706      |
| Trenton, Ont. ....       | 231      | 109     | 1341     | 621     | 2816      |
| Trois Rivières, Que. ..  | 95       | 436     | 1507     | 948     | 2981      |
| Truro, N.S. ....         | 696      | 1036    | 2107     | 1548    | 3581      |
| Vancouver, B.C. (f) ..   | 2886     | 2706    | 1474     | 2254    |           |
| Vancouver, B.C. (j) ..   | 3046     | 2867    | 1634     | 2407    |           |
| Victoria, B.C. ....      | 2969     | 2789    | 1557     | 2337    | 83        |
| Windsor, Ont. ....       | 567      | 226     | 1199(k)  | 286     | 2673(k)   |
| Winnipeg, Man. ....      | 1412     | 1232    |          | 913     | 1474      |
| Woodstock, Ont. ....     | 428      | 88      |          | 424     |           |

(a) via Montreal. (b) via Hamilton. (c) via Toronto. (d) via Sudbury.  
(e) via Winnipeg. (f) via Calgary. (g) via Saskatoon. (h) 655 miles via  
Port McNicoll and steamship. (i) via Digby; 83 miles further via Moncton.  
(j) via southern route. (k) via Chicago. (l) via Lake Shore; 2 miles less  
via Peterboro. (m) via direct steamer. (n) via Revelstoke. (o) via Sicamous.  
(q) via Regina. (r) via Edmonton. (s) via Wynyard.



## TRANS-PACIFIC

Vancouver via Victoria to  
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Empress of Canada - - 22,500 tons

Empress of Australia - - 21,400 tons

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(gross registered tons in each case)

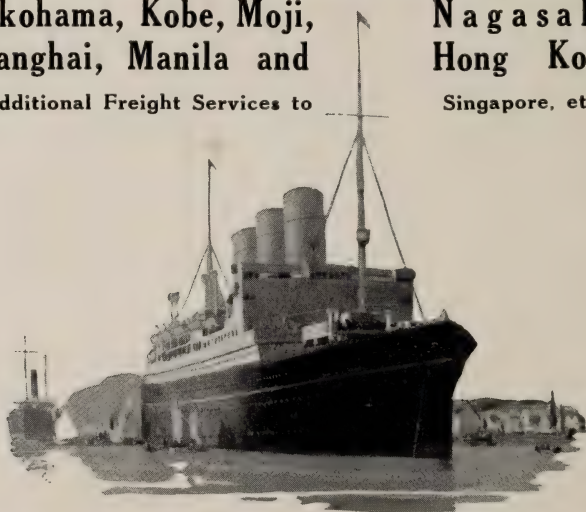
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Fortnightly sailings (commencing summer, 1922) to  
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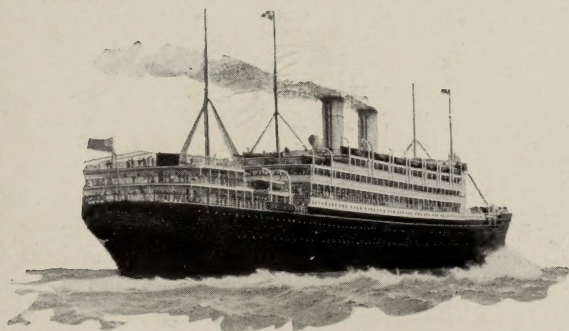
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**CANADIAN PACIFIC RAILWAY**  
**TRAFFIC AGENTS**

**W. G. ANNABLE,**

**Asst. Passenger Traffic Manager, (Ocean Traffic), Montreal.**





## **BUREAU OF CANADIAN INFORMATION**

The Canadian Pacific Railway has established a Bureau of Canadian information as a branch of its Department of Colonization and Development, with the object of disseminating reliable and up-to-date information as to agricultural and industrial openings in all parts of Canada.

### **WESTERN CANADA FARM LANDS**

The Company has yet for sale several million acres of choice farm lands in Western Canada, at low prices and on long terms of payment. In certain districts lands will be sold without settlement restrictions, but the Company is prepared to grant special concessions to those who will settle upon and develop their farms.

### **IRRIGATED FARM LANDS**

In its irrigation districts in Alberta, the Company has irrigated lands for sale at reasonable prices and on terms extending over twenty years. Under certain conditions loans for improvements will be granted purchasers of irrigated lands in amounts up to two thousand dollars, to be repaid with land instalments.

### **EASTERN CANADA FARM LANDS**

Lists of selected improved farms, available for settlement in Ontario, Quebec and the Maritime Provinces, with the names and addresses of their owners, may be obtained on application at any office of the Department.

### **INDUSTRIAL INVESTIGATION AND RESEARCH**

Investigations, looking to the utilization of undeveloped natural resources and waste products and new industrial processes, are being carried on by the Research Section of the Department. Inquiries as to promising fields for investigation in this connection are invited.

### **INDUSTRIAL OPENINGS**

Reliable information as to sites for new industries in all parts of Canada, and of special business openings in the growing towns and cities along the lines of the Canadian Pacific Railway in both Eastern and Western Canada, will be gladly furnished on request.

### **CANADIAN INTELLIGENCE SERVICE**

Well equipped Canadian reference libraries have been established by the Department at Montreal, New York, Chicago, and London, England. These libraries contain the fullest information on all matters relating to Canada and her undeveloped resources, and are kept supplied with the latest information pertaining to new developments through the medium of a news service organized through the co-operation of the other departments of the Company's service. The information on hand in these libraries is available without charge to those interested, and inquiries addressed to any office of the Department will receive prompt attention.

### **DEPARTMENT OF COLONIZATION AND DEVELOPMENT, CANADIAN PACIFIC RAILWAY**

**MONTREAL:**—C.P.R. Bureau of Canadian Information; H. P. Timmerman, Industrial Commissioner, Windsor St. Station.

**CALGARY:**—M. E. Thornton, Supt. of U.S. Agencies, Dept. of Natural Resources Bldg.

**CHICAGO:**—C.P.R. Bureau of Canadian Information, 165 East Ontario Street.

H. C. P. CRESSWELL, Superintendent,  
MONTREAL, Que.

**WINNIPEG:**—J. F. Sweeting, Industrial Agent, C.P.R. Depot.

**NEW YORK:**—C.P.R. Bureau of Canadian Information, Madison Avenue and 44th St.

**LONDON:**—A. E. Moore, Manager, 62-65 Charing Cross.

J. S. DENNIS, Chief Commissioner,  
MONTREAL, Que.

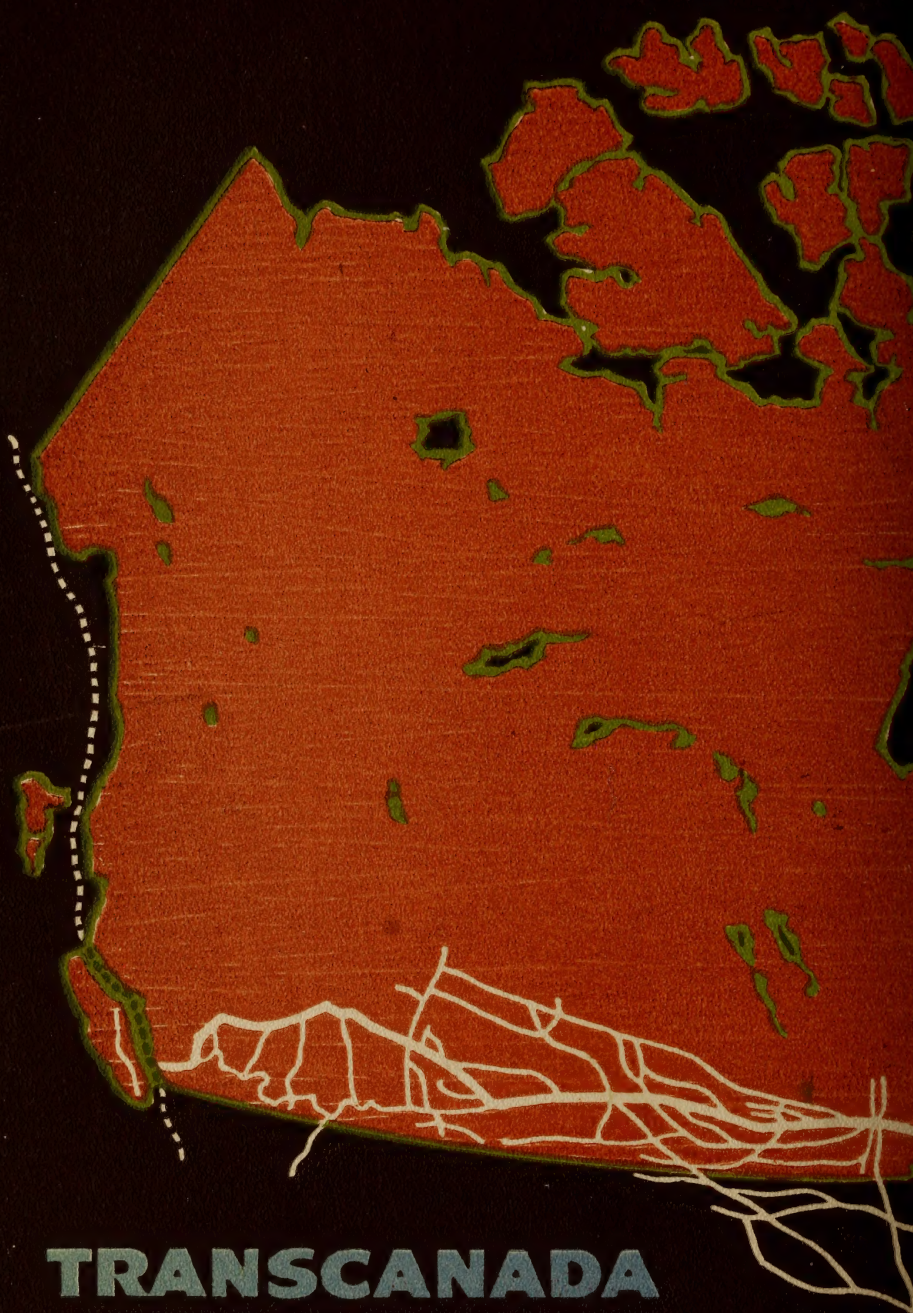
# CANADIAN PACIFIC HOTELS

| Name of Hotel, Plan,<br>Distance from Station<br>and Transfer Charge.  | Altitude       | Season               | No. Rooms | Recreations   |
|--|----------------|----------------------|-----------|---|
| <b>St. Andrews, N. B.</b><br>The Algonquin—<br>1 mile—50 cents.  | A 150          | June 20-<br>Sept. 30 | 219       | Golf, Bathing, Boating, Yachting (Passamaquoddy Bay, St. Croix River).                              |
| <b>McAdam, N. B.</b><br>McAdam Hotel—<br>At Station.   | A 445          | All year             | 15        | Hunting in Season.  |
| <b>Quebec, Que.</b><br>Chateau Frontenac—<br>1 mile—50 cents.  | E 300          | All year             | 324       | Scenic and Historical interest, Golf, Motoring (Plains of Abraham, St. Anne de Beaupre).            |
| <b>Montreal, Que.</b><br>Place Viger Hotel—<br>At Place Viger<br>Station. 1½ miles from<br>Windsor Station—<br>50 cents. | E 57           | All year             | 114       | Historical and Scenic interest. Mt. Royal and St. Lawrence River.                                   |
| <b>Winnipeg, Man.</b><br>The Royal Alexandra—<br>At Station.   | E 760          | All year             | 389       | Golf, Motoring, centre of Canadian West (Site of old Fort Garry).                                   |
| <b>Calgary, Alta.</b><br>Hotel Palliser—<br>At Station.  | E 3425         | All year             | 298       | Golf, Motoring, Fishing (Trout).  |
| <b>Banff, Alta.</b><br>Banff Springs Hotel—<br>1½ miles—50 cents.  | E 4625         | May 15-<br>Sept. 30  | 280       | Mountain drives and climbs, Golf, Bathing, Fishing (Trout), Boating, Riding (Rocky Mountains Park). |
| <b>Lake Louise, Alta.</b><br>Chateau Lake Louise—<br>3½ miles—50 cents.<br>Narrow Gauge Railway.                         | E 5670         | June 1-<br>Sept. 30  | 265       | Boating, Mountain climbs, Pony trails, Fishing (Trout), Riding.                                     |
| <b>Emerald Lake (near<br/>Field), B. C.</b><br>Emerald Lake Chalet—<br>7 miles—\$1.00.                                   | A 4066         | July 1-<br>Sept. 15  | 16        | Boating, Fishing (Trout), Pony trails to Yoho Valley, Takakkaw Falls, Riding.                       |
| <b>Glacier, B. C.</b><br>Glacier House—<br>1½ miles—50 cents.  | A 4086         | July 1-<br>Sept. 15  | 86        | Pony trails, Climbs, Exploring Glaciers, Riding.  |
| <b>Sicamous, B. C.</b><br>Hotel Sicamous—<br>At Station.   | A 1146         | All year             | 61        | Boating, Fishing (Trout) (Sicamous Lake).   |
| <b>Penticton, B. C.</b><br>Hotel Incola—<br>Near Steamer Wharf.  | A ...          | All year             | 62        | Boating Okanagan Lake, Fishing (Lake Trout).  |
| <b>Cameron Lake, B.C.</b><br>Cameron Lake Chalet—<br>Vancouver Island.   | A ...          | May 1-<br>Sept. 30   | ...       | Fishing (Trout), Boating, Splendid forests (Salmon fishing adjacent).                               |
| <b>Vancouver, B. C.</b><br>Hotel Vancouver—<br>½ mile—25 cents.  | E 100          | All year             | 488       | Golf, Motoring, Fishing, Steamboat excursions.  |
| <b>Victoria, B. C.</b><br>Empress Hotel—<br>200 yards.—25 cents  | E Sea<br>Level | All year             | 278       | Golf, Motoring, Yachting, Sea and stream fishing.   |

A—American Plan. E—European Plan.

**ANDREW ALLERTON, General Superintendent,  
Canadian Pacific Hotels, Montreal.**





**TRANSCANADA**  
**TRANSATLANTIC**  
**TRANSPACIFIC**